

# AIRCRAFT MAINTENANCE LOG

340A1265

TE 81	ACCUMULATED TOTAL FLYING TIME		Description of Inspections and Repairs Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations and Repairs. ALL DATA must be endorsed with the name, rating and certificate number of either the FAA Repair Station or the mechanic.
	Hours	10ths	
	41		<p>This aircraft has been inspected and found in compliance with the requirements of FAR 21.183 and all additional mandatory changes.</p> <p>The transponder S/N <u>10074</u> was inspected and tested on <u>4-15-81</u> and is in compliance with FAR 91.177.</p> <p>The static pressure system was inspected &amp; tested <u>7-21-81</u></p> <p>The altimeter (s) have been inspected &amp; tested and are in compliance with FAR 91.36 &amp; 91.170 to an altitude of <u>35,000</u> feet.</p> <p>L. <u>8462</u> Date <u>2-81</u> and R. <u>V2867</u> Date <u>1-81</u></p> <p>Altimeter (s) have not been adjusted. First adjustment L. <u>NA</u> feet, R. <u>NA</u> feet. Second adjustment L. <u>NA</u> feet, R. <u>NA</u> feet. Standard Airworthiness Certificate dated <u>7-21-81</u> has been issued by undersigned.</p>

D.W. Malone Executive Engineer  
 Cessna Aircraft Co., Wallace Div.  
 Delegation Option Manufacturer, CE-3  
 By Raymond M. Rowden  
 Raymond M. Rowden

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE



DATE

**Beegles**

Aircraft Service, Inc.

Quality Service  
Since 1946GREELEY, CO  
REPAIR STATION BX4R092M  
(970) 353-9200

N155RP

sn 340A1265

02-03-06

Hobbs 3738.4

Ferried aircraft: Performed dial & dye check inspection to RH engine crankshaft flange. Installed replacement RH propeller. Mechanically down-locked landing gear. Inspected aircraft and found to be in a safe operating condition for intended ferry flight from Santa Fe, NM (SAF) to Greeley, CO (GXY) in accordance with special flight permit dated 10/2002. Disassembled aircraft - removed: RH propeller & engine, RH aileron, RH fuel bladder, and RH tip tank. Repaired RH wing - replaced: Outboard leading edge skin pn 5621000-6 at stations 95.48 to 205.90, Stiffener pn 0821004-1 at station 183.00, Stiffener pn 0821004-1 at station 194.00, Lower outboard trailing edge skin pn 5620100-10 at stations 150.00 to 205.00, Upper outboard trailing edge skin pn 5620100-9 at stations 95.00 to 205.00, Outboard de-ice boot pn 5070-04 sn 1009, Outboard leading edge skin Ram vortex generators (STC previously installed), Aft tip tank bulkhead pn 0823400-64 at stations 205.00 to 217.00, Tip tank bulkhead doubler pn 0823400-56, Landing light pn 4553 and 0870132-1, and Tip tank drip fence pn 5123104-2. Installed repaired fuel cell pn 0823362-4 (4262-4) sn CR1643 from Eagle Fuel Cell CRS# NL5R071N WO# 23947. Repaired aft tip tank fairing pn 5023001-2. Repaired RH aileron - replaced: Trailing edge skin pn 5024000-14. Performed static balance check (unpainted). Results: 0.00 inch lbs. Range is .75 to -.75 inch lbs. Repaired RH landing gear: Replaced upper trunnion assembly pn 5141001-226 after inspection from Power Aviation, Inc. CRS# 2LZR567L WO# 204128. Replaced lower torque link pn 5141005-9 after inspection from Power Aviation, Inc. CRS# 2LZR567L WO# 106038. Lower torque link pins pn 5141006-1 inspected by Power Aviation, Inc. CRS# 2LZR567L WO# 106038. Replaced torque link bushing pn 5041013-3. Resealed, reassembled, and serviced main gear assembly. Reinstalled gear assembly with new attach pins pn 0841001-3. Replaced down-lock brace pn 5141001-34 after inspection from Power Aviation, Inc. CRS# 2LZR567L WO# 106038. Replaced down-lock brace assembly attach bolts pn NAS464P7-28, 5041011-1, and AN25-38A. Replaced bellcrank assembly pn 5041001-12 after inspection from Power Aviation, Inc. CRS# 2LZR567L WO# 106038. Replaced bellcrank assembly attach bolts pn NAS464P4-26. Replaced side link brace assembly pn 0841112-2 after inspection from Power Aviation, Inc. CRS# 2LZR567L WO# 106038. Replaced side link brace adjuster pn 0841113-2. Replaced side link brace adjuster end fitting pn 0841111-3. Replaced push pull tube pn 0840125-15 and attaching bolts pn NAS464P5-14 and AN25-18. Replaced inboard main gear door pn 0826002-210. Replaced main gear door seal pn 5220510-2. Repaired landing gear system: Replaced LH & RH brake linings pn 066-03300. Rotated LH gear push pull tube with hi-shear heads up per service manual. Rigged landing gear system in accordance with Cessna Manuals D930-28-13 dated 08-02-04. Performed several retraction and extension cycles and performed emergency extension. Cleaned main gear alignment. Reinstalled RH Continental engine TSIO-520-NCNB sn 228259-R after repairs from Ram Aircraft CRS# VA1R551K WO# 2406. Torqued and saftied mounts as required. Routed and reconnected all lines, hoses, electrical, and controls. Torqued and saftied as required. Installed overhauled vacuum pump Model # 442CW sn 40985 from Aero Accessories, Inc. FAA-PMA (PQ1206CE) WO# 50511.

Approved

8130-9 (8-01)



TOTAL brought forward from previous page

Installed overhauled tail pipe pn 9910299-2 from Aerospace Welding, Inc. CRS# UWDR792L WO# 90049. AD # 2000-01-16 complied with next inspection due @ 3788.2. Replaced tail pipe clamp pn 2274-50. Replaced CHT probes pn 2855 sn 6626 and pn 102-0000-7 sn 32358. Replaced hydraulic pump gasket pn 5154056-2. Serviced engine with Aeroshell 100W oil. Pre-oiled, test run, and checked for leaks. All systems, temperatures, RPM's, and pressures normal. Installed overhauled RH propeller Hartzell Model # PHC-C3YF-2UF sn EE2727 after H&S Propeller Shop, Inc. CRS# MQ5R050N WO# 27854. Reassembled aircraft: Reinstalled RH aileron. Performed operational check. Reinstalled RH tip tank.

This aircraft was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service.

**LIMITED TO THE WORK PERFORMED**

Pertinent details on file at Beegles Aircraft Service, Inc., Greeley, CO.

Work Order # 10,291 CRS BX4R092M

Signed Steve V. Mauer

Date 1-28-06 Tach 3739.2 N 155RP

Performed operational test flight in accordance with FAR 91.407 Paragraph (b).

Signed David K. Modes MEET 263064482 AP IA

Straube's Aircraft Services 4890 Flightline Dr.  
Kingman, AZ 86401 (928) 757-2727

4-11-06 N155RP 340A SER:# 340A1265

Hobbs: 3751.3

Tach:

Removed flight controls for paint. Checked static  
Balance of controls according to service manual. All Static  
Moments determined to be within limits. Re-installed  
Controls using existing hardware. No Rigging alterations made.  
L/H elevator center attach bearing is worn - Replaced L/H elevator  
Center bearing. Rudder center attach bearing is worn - replaced  
Rudder bearing. R/H engine I/B cowl flap control ball end fitting  
Worn - replaced R/H engine I/B cowl flap ball joint. Bonding wire  
At center hinge on rudder is frayed - replaced bonding wire at  
Center hinge point on rudder.

**COMPLETE STRIP AND PAINT**

Epoxy Chromate Primer

Jet Glo: Matterhorn White 0150

Acry Glo: Hunter Crest Green 08479

Acry Glo Antique Gold 10512

[Signature]



Hobbs 3779.8

Signature

Inspector (print)

David H. Krant

J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 1  
Repair Station #NF2R029L  
Type CESSNA 340A AIRFRAME LOG  
N # 155RP TT 3774

S/N 340A1265

REC. HR. METER 3774

## AIRFRAME INSPECTION-

AT THIS TIME THIS AIRCRAFT WAS OPENED, INSPECTED AND SERVICED AS PER CESSNA SERVICE MANUAL FOR AN ANNUAL INSPECTION. ALL FLIGHT CONTROLS WERE CHECKED FOR PROPER TRAVELS, CABLE TENSIONS & CONDITION AND LUBRICATED AS REQUIRED. LUBRICATED THE FLIGHT CONTROL LABYRINTH SEALS. THE ELECTRICAL AND LIGHTING SYSTEMS WERE CHECKED FOR PROPER OPERATION AND CONDITION. SURFACE DEICE AND ANTI-ICE SYSTEMS WERE CHECKED FOR PROPER OPERATION AND SERVICED AS REQUIRED. SERVICED THE AIRCRAFT BATTERY AND FUNCTIONALLY TESTED THE ELT. INSPECTED AS PER FAR 91.207d. BATTERY EXP. DATE IS JUNE 2007. THE VACUUM AND PRESSURE SYSTEMS WERE CHECKED FOR PROPER OPERATION AND CONDITION. FILTERS, SCREENS AND SUMPS WERE SERVICED AS REQUIRED. THE AIRCRAFT WAS JACKED AND WHEELS WERE REMOVED. BEARINGS WERE CLEANED, INSPECTED AND GREASED. THE BRAKE SYSTEM CHECKED FOR WEAR LIMITS, CALIPERS WERE CLEANED AND THE SYSTEM SERVICED. LANDING GEAR OPERATIONAL AND RIGGING CHECKS WERE PERFORMED. CLEANED THE CABIN OUTFLOW AND SAFETY VALVES. SERVICED THE PRESSURIZATION SYSTEM

SUB-TOTAL this page

TOTAL—Carry forward to next page



J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 2  
Repair Station #NF2R029L AIRFRAME LOG  
Type CESSNA 340A  
N # 155RP  
S/N 340A1265

Page No.

DATE

REC. HR. METER 3774

THE INTERIOR COMPONENTS WERE CHECKED FOR CONDITION, SECURITY AND PROPER MARKINGS. EXTERNAL MARKINGS AND PLACARDS WERE CHECKED. THESE ITEMS WERE REPAIRED, REPLACED OR CORRECTED:

PLASTIC TRIM NEXT TO MIXTURE LEVERS BENT AND TORN-FIT AND REPLACED WITH A NEW PLASTIC TRIM.

UPPER CABIN DOOR HANDLE STOW SPRING IS BROKEN-  
INSTALLED NEW SPRING P/N 511520-2 AND CLEVIS PIN P/N MS20392-2C49. OPERATIONAL CHECK SATISFACTORY.

PASSENGER TABLE BROKEN IN 3 PIECES-  
REPAIRED TABLE AS REQUIRED.

AFT CABIN VENT HOSE DISCONNECTED-  
REPLACED AFT CABIN VENT TUBING.

TOP RH AFT VENT DEFLECTOR FOR PASSENGER CABIN BROKEN,  
CRACKED, MISSING MOUNT STUD-  
REPLACED WITH NEW VENT DEFLECTOR.

COAT RACK MOUNTING BROKEN-  
REPAIRED MOUNTING PADS FOR COAT RACK AS NEEDED.

RAM POH AND FLIGHT MANUAL SUPPLEMENT IS MISSING-  
ORDERED A NEW SUPPLEMENT FROM RAM AIRCRAFT AND INSTALLED IN THE AIRCRAFTS FLIGHT MANUAL RECORDS.

337 AND W/B FOR WX-500 REMOVAL AND WX-10 INSTALL MISSING  
NO RECORD IN LOGS OF EQUIPMENT CHANGE-  
CONFORMITY AND INSTALLATION INSPECTION WAS COMPLETED BY J.A.  
AIRCENTERS INSTALLATION DEPARTMENT REF WO# 212534.  
COMPLETED FORM 337 AND WEIGHT AND BALANCE.

EXTERIOR PLACARDS MISSING-  
FABRICATED AND ORDERED PLACARDS FOR FUEL TANKS, FUEL  
DRAINS, CABIN DOOR AND GPU.

PILOTS SEAT TWO OUTBOARD ROLL PINS BACKING OUT-  
FOUND TO BE SOLID PINS. REMOVED PINS. CLEANED, REINSTALLED  
AND STAKED AS REQUIRED.

RH ENGINE RH NOSE BOWL CRACKED-  
REPAIRED FIBERGLASS CRACKS IN RH NOSE BOWL AS NEEDED.  
PRIMED AND PAINTED NOSE BOWL. FOUND COLOR MATCH TO BE  
INCORRECT. TINTED PAINT AS NEEDED. SANDED REPAIRED SURFACES  
AND REPAINTED.

RIVIT FRETTING JUST INBOARD OF RH ENGINE, AFT SIDE OF  
MAIN SPAR-  
REMOVED AND INSTALLED NEW RIVETS IN RH WING AFT MAIN GEAR  
BETWEEN ENGINE NACELLE AND CABIN.

CORROSION ON LH INBOARD FUEL CELL ACCESS PANEL-  
CLEANED CORROSION ON LH INBOARD FUEL PANEL AS REQUIRED.  
RH ALTERNATE AIR CONTROL CABLE LOCK HAS COME APPART-  
FOUND THE LOCK BALL MISSING IN THE CABLE. DISASSEMBLED THE  
CONTROL AS NEEDED. INSTALLED A NEW LOCK BALL AND  
REASSEMBLED. RERIGGED THE CONTROL FOR PROPER TRAVEL.

LH ENGINE RH NOSE BOWL CRACKED-  
REPAIRED FIBERGLASS CRACKS IN RH NOSE BOWL AS NEEDED.  
PRIMED AND PAINTED NOSE BOWL AND FOUND COLOR MATCH TO BE  
INCORRECT. TINTED PAINT AS REQUIRED. SANDED REPAIRED AREA  
SURFACES AND REPAINTED.

WIRES HANGING IN YOKE BEHIND COPILOT PANEL-  
SECURED WIRES ON COPILOTS YOKE

CRACKS IN TOP HALF OF TAIL CONE-  
STOP DRILLED CRACKS IN UPPER TAILCONE AS REQUIRED.

CHIPS IN COPILOT SIDE WINDOW-  
REMOVED COPILOT SIDE TRIM AND REMOVED SIDE WINDOW. TRIMMED



J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 3  
 Repair Station #NF2R029L  
 Type CESSNA 340A AIRFRAME LOG  
 N # 155RP TT. 3774

DATE

S/N 340A1265

REC. HR. METER 3774

AND DRILLED NEW SIDE WINDOW. INSTALLED AND SEALED WITH  
 ORC3204B2. INSTALLED SIDE WINDOW BRACE PER MEB82-18 REV 1  
 AND SK340-R6 INSTRUCTIONS. ADJUSTED AND FITTED VENT  
 WINDOW. PAINTED ALL TRIM AND INSTALLED WINDOW PANELS.

FOUND FLOOR STRUCTURE AND LOWER EXTRUSIONS ABOVE THE RH  
 INBOARD GEAR DRIVE TUBE HAD BEEN DAMAGED BY THE RH GEAR  
 DRIVE TUBE-

FOUND PARTS WERE NOT AVAILABLE. CONTACTED CESSNA TECH  
 SUPPORT FOR MATERIAL AND DRAWINGS. ORDERED NEW 60-708  
 ALUMINUM EXTRUSION. REMOVED THE DAMAGED SECTIONS BELOW THE  
 RH FORWARD INBOARD AND OUTBOARD SEAT RAIL SUPPORT AND FLOOR  
 STRUCTURE. SPLICED NEW EXTRUSIONS AND ATTACHED AS PER  
 CESSNA STRUCTURAL REPAIR MANUAL SECTION OF THE 340A  
 MAINTENANCE MANUAL.

ELEVATOR CABLE TENSION LOW-

ADJUSTED ELEVATOR CABLE TENSION AS REQUIRED TO 32 LBS +/-  
 5 LBS IN ACCORDANCE WITH CESSNA MAINTENANCE MANUAL.

RUDDER CABLE TENSION LOW-

ADJUSTED TENSION IN ACCORDANCE WITH CESSNA MAINTENANCE  
 MANUAL TO 25 LBS +/- 5 LBS.

RUDDER TRIM INDICATION IS INCORRECT-

VERIFIED RUDDER TRIM TRAVEL WAS CORRECT AND ADJUSTED THE  
 INDICATOR FOR PROPER INDICATION.

LH RUDDER STOP BRACKET BENT-

ADJUSTED AS REQUIRED.

RH EGT NOT WORKING-

CHECKED PROBE AND WIRING WITH TEST EQUIPMENT. REMOVED THE  
 GAUGE FOR CLEANING AND CALABRATION BY THE INSTRUMENT  
 DEPARTMENT.

SEVERAL POST LIGHTS INOPERATIVE-

INSTALLED NEW BULBS P/N 327 AND CLEANED SOCKETS AS REQUIRED.

RH STROBE INOPERATIVE-

FOUND FLASH TUBE TO BE DEFECTIVE. REPLACED DEFECTIVE  
 FLASH TUBE WITH NEW P/N 55-0221-1. OPERATIONAL CHECK  
 SATISFACTORY.

RADAR BREAKER IS TRIPPING-

FOUND A+ WIRE CHAFFING AND SHORTED TO OXYGEN LINE OFF BOTTLE  
 IN THE NOSE. REPAIRED THE CHAFED WIRE AND SECURED AWAY  
 FROM THE OXYGEN LINE. SEE OTHER DISCREPENCIES FOR LINE  
 REPAIR.

VACUUM REGULATOR FILTER REPLACEMENT-

REPLACED BOTH VACUUM REGULATOR FILTERS WITH NEW FILTERS  
 P/N ARB3-5-1. NEXT REPLACEMENT IS DUE IN 100 HOURS OR 12  
 MONTHS.

HEATER FUEL FILTER REPLACEMENT-

INSTALLED NEW FILTER P/N 569807-00-60 AND GASKET P/N  
 26405. SAFETIED AND LEAK CHECKED AS REQUIRED.

LH WING FUEL CELLS FOUND LEAKING-

REMOVED TO ORIGINAL FUEL CELLS, RETAPPED THE FUEL BAYS.  
 INSTALLED NEW CELLS FROM EAGLE FUEL CELLS INBOARD P/N  
 0823262-3E, S/N 8 AND OUTBOARD P/N 5026102-3E, S/N 15 WITH  
 NEW GASKETS AND SEALS. FUELED THE TANKS AND LEAK CHECKED.  
 CHECKED THE FUEL QUANTITY FOR PROPER OPERATION.

RH INSPECTION PANEL AT FUEL STRAINER ISN'T CUTOFF

SUFFIICIENTLY TO CLEAR FUEL LINE DRAIN-  
 INSPECTED AND FOUND DRAIN VALVE MISALIGNED. ADJUSTED DRAIN  
 VALVE AS NEEDED TO CLEAR INSPECTION PANEL.



Repair Station #NF2R029L

AIRFRAME LOG

Type CESSNA

340A

TT 3774

N # 155RP

S/N 340A1265

REC. HR. METER 3774

AIRCONDITIONING HYDRAULIC FILTER REPLACEMENT-

INSTALLED NEW FILTER P/N AN6235-34 AND O-RING P/N

MS28775-236. RAN AND LEAK CHECKED SYSTEM. NEXT REPLACEMENT IS DUE IN 400 HOURS.

OXYGEN SUPPLY LINE NEEDS REPLACEMENT DUE TO ELECTRICAL ARCING-

FABRICATED NEW CABIN SUPPLY LINE OUT OF 5/16" 5052 ALUMINUM TUBING. INSTALLED AND LEAK CHECKED. INSTALLED CHAFE PROTECTION AND SECURED WIRING AS REQUIRED. USED EXISTING FITTINGS AND ONE NEW SLEEVE P/N AN819-5D.

RH MAIN GEAR PUSH-PULL INBOARD IDLER BELLCRANK BRACKETS FOUND BENT AND PULLING OF OF THE REAR OF THE MAIN SPAR- REMOVED BOTH MAIN GEAR DRIVE TUBES AND DRILLED OUT BELLCRANK BRACKETS. FABRICATED NEW MOUNTS AND INSTALLED BEHIND SUPPORT RIB TO GIVE FURTHER STRENGTH TO MOUNTS BRACKETS. INSTALLED SERVICEABLE BELLCRANK BRACKETS P/N 5311021-15 AND 5311021-16 WITH #10 BOLTS AND SECURED TO FABRICATED BRACKETS. INSTALLED MAIN GEAR DRIVE TUBE AND BELLCRANK. CYCLED GEAR AND CHECKED FOR PROPER OPERATION PRIOR TO COMPLETING GEAR RIGGING.

MAIN GEAR ACTUATOR NOT TIMED PROPERLY. POSSIBLE DAMAGE FROM PREVIOUS RH MAIN GEAR FAILURE-

REMOVED MAIN GEAR ACTUATOR AND SENT OUT TO KELLEY AEROSPACE FOR INSPECTION AND REPAIR. REINSTALLED THE ACTUATOR P/N 0894000-10, S/N AGB-10484 AFTER OVERHAUL BY KELLY AEROSPACE REF WD NO# AGB-11410. REASSEMBLED THE CABIN BLEED AIR HEAT EXCHANGER AND OTHER COMPONENTS REMOVED TO GAIN ACCESS TO THE ACTUATOR.

GEAR RIGGING INCORRECT, NOSE GEAR NOT IN TIME WITH MAINS- PREFORMED A COMPLETE GEAR RIG AFTER CORRECTING PROBLEMS WITH THE GEAR ACTUATOR AND RH MAIN IDLER BELLCRANK. RIGGED THE GEAR SYSTEM AS PER CESSNA 340A SERVICE MANUAL CHAPTER 15, PARTS 4-28. CHECKED THE SYSTEM FOR PROPER OPERATION.

AD82-26-05 INSPECTION OF RUDDER BALANCE WEIGHT RIB- COMPLIED WITH AD82-26-05 BY THE INSPECTION OF THE RUDDER BALANCE WEIGHT RIB. NO DEFECTS NOTED AT THIS TIME. NEXT INSPECTION IS DUE IN 100 HOURS.

LH AND RH AD2000-01-16 EXHAUST INSPECTION- COMPLIED WITH AD2000-01-16 EXHAUST INSPECTION PART (b) BY VISUAL INSPECTION OF THE LH AND RH EXHAUST. COMPLIED WITH PART (d) BY VISUAL INSPECTION OF THE ENGINE BEAMS AND FIRE- WALLS. NO DEFECTS WERE FOUND. FOUND THE LH ENGINE WASTE GATE OVERBOARD V CLAMP WAS CRACKED. INSTALLED A NEW P/N NH100897-70 CLAMP ASSY. (SINGLE PIECE CLAMP). PART (b) IS NEXT DUE IN 50 HOURS, PART (c) IS NEXT DUE BY 2 OF 2011, PART (d) IS NEXT DUE IN 500 HOURS, PART (e) IS NEXT DUE 9 OF 2007, PART (f) DOES NOT APPLY ALL SINGLE PICE V CLAMPS ARE INSTALLED, PART (g) IS NEXT DUE BY 5759 TOTAL TIME OR NEXT ENGINE OVERHAUL.

AD2004-25-16R1 FUEL REGULATOR SHUT OFF VALVE VISUAL INSPECTION-

COMPLIED WITH AD2004-25-16R1 FUEL REGULATOR SHUT OFF VALVE VISUAL INSPECTION. NO DEFECTS FOUND AT THIS TIME. NEXT INSPECTION IS DUE IN 100 HOURS OR 12 MONTHS.

TOTAL--Carry forward to next page



J.A. AIR CENTER DuPage Airport/WestChicago, IL. 60185  
Repair Station #NF2R029L

Type CESSNA 340A  
N # 155RP

S/N 340A1265

DESCRIPTION OF WORK PERFORMED  
SIGNATURE & CERTIFICATION TT 3774 PERSON PERFORMING WORK

I CERTIFY THAT THIS *Aircraft* WAS REPAIRED AND/OR INSPECTED  
IN ACCORDANCE WITH AN ANNUAL INSPECTION AND IS APPROVED FOR  
RETURN TO SERVICE. PERTINENT DETAILS ARE ON FILE AT THIS  
REPAIR STATION UNDER W.O.# 15144. DATE OCTOBER 7, 2006  
J.A. AIR CENTER, DUPAGE AIRPORT, WEST CHICAGO, IL 60185  
FAA APPROVED REPAIR STATION #NF2R029L

\*

\*

BRUCE P. REBECHINI

INSPECTOR

REC. HR. METER 3774

J.A. AIR CENTER DuPage Airport/WestChicago, IL. 60185  
Repair Station #NF2R029L  
Type CESSNA 340A  
N # 155RP  
S/N 340A1265

AIRFRAME LOG  
TT 3782

REC. HR. METER 3782

OPERATIVE:

AS NEEDED AND



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	

**Miller Airmotive, Inc.**Sandwich Airport (IS65) Rt. 34 west  
Phone: 815-735-9232

Sandwich Illinois 60548

**Date: November 15, 2007****Airframe Maintenance Log****Heater Hobbs: 566.2 hours****N155RP****AF.T.T.: 3784.9 hours****AF Hobbs: 3784.9 hours**

This airframe has been inspected and serviced in accordance with Chapter 2 of the Cessna 340 Series Service manual. Accomplished the inspection checklist for a **200 hour/ Annual inspection**.

1. Removed all cowlings and inspection panels. Placed aircraft on jacks.
2. Removed all tires and wheels, cleaned and repacked all wheel bearings.
3. Cleaned paint from grease fittings from recent complete paint job. Greased landing gear using Mobile 28 grease. Accomplished gear retraction and emergency extension check. Replaced missing wheel bearing cap on right main wheel with Cessna P/N 158-00800.
4. Removed and inspected nose gear shimmy dampener, found to be OK.
5. Removed left and right fuel filter bowls and screens. Cleaned and reinstalled using new o-rings on bowls and drain valves, P/N's MS29513-043 and MS29513-011.
6. Installed new vacuum regulator filters with part# B3-5-1.
7. Inspected and tested ELT in accordance with FAR91.207, par. D. Installed a new ELT battery PN BP1020. Next battery replacement due 11/2009.
8. Inspected and lubed cables, pulleys, and all control surface hinges.
9. Cleaned cabin outflow and pressure relief valves.
10. Checked operation of all interior and exterior lighting.
11. Installed new o-ring seals in all main fuel tank caps and all aux fuel tank caps, PN# MS29513-232.
12. Replaced damaged nutplate for right engine cowling, inboard lower fixed cowl panel.
13. Installed wing joint fairings using structural NAS screws.
14. Repaired broken wire on fuel vent heater on left wing root.
15. Cleaned and treated all deicer boots with Jet Stream Aviation PBS boot prep and PBS boot sealant.
16. Removed cabin heater (Janitrol B-4050) and delivered to RLB Accessory Service for pressure decay test and pressure switch test. See yellow tags attached to airframe log. Reinstalled heater in airframe and tested.
17. Checked and inspected cabin O2 system. Found hydrostat test date of 6/2005 stamped on O2 bottle.

AD's checked through T-DATA Issue 2007-20, see master AD listing for AD compliance status. Complied with **AD04-25-16 R-1** by pressure decay test and combustion air pressure switch test, on cabin heater by RLB Accessory Service. Yellow Tag attached to logs. Next inspection due November 2009 or 666.2 hrs heater hobbs. C/W **AD82-26-05** by inspection of rudder balance weight rib in accordance with Cessna Service Letter **M82-8**. Next inspection due at 3884.9 hrs. hobbs. C/W **AD00-01-16** by inspection of left and right exhaust systems in accordance with Cessna Service Bulletin **MEB99-9** and figure 1 of the AD text. Refer to respective engine logs for details of AD compliance.

Washed airframe and engines. Accomplished run up and leak check. I certify that this airframe has been inspected in accordance with an **Annual** inspection and has been determined to be in airworthy condition.

*T. Benton Miller*  
T. Benton Miller A&P322400700 I.A.

THIS ELT EQUIPPED WITH ALKA-  
LINE BATTERY PACK P/N BR-1020



REPLACE BY

MERL INC. 1777 N. Colony Rd. P.O. Box 188 Meriden CT 06450  
WARNING: DO NOT DISCARD BATTERY IN HEAT OR FIRE!

NOV 09

ELT due 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 <span style="float: right;">Key West FL</span>
<div style="border: 1px solid black; padding: 5px; margin: 10px;"> <p>N155RP 1/19/08 HOBBS 3805.6</p> <p>REMOVED AND REPLACED WITH NEW, DOOR CABLE P/N 71540-7, DOOR CABLE P/N 71540-8, DOOR EXTENDER P/N 5211369-11, DOOR SNUBBER P/N C2000-1, DOOR CLIPS P/N A9002 AND STOP BALLS P/N A9008. ALL WORK DONE IAW CESSNA 340 PARTS AND MAINTENANCE MANUALS. OPS. CHECK GOOD. RPL AP3144206</p> </div>		

MAKE: Cessna  
MODEL: 340A  
S/N: 340A1265  
REG. NO: N155RP  
WORK ORDER: 18255



### Aerodyne Corporation

Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898

DATE: 1/25/2008  
A/C TSN:  
HOBBS: 3793.3

### Airframe Entries

(1) Installed new cabin door courtesy light lens.....(2) Installed new left auxiliary fuel tank cover gaskets.....(3) Repaired right engine oil temperature wiring at the engine probe connector.....(4) Installed new left wing leading edge ice inspection light socket assembly.....(5) Installed new right fuel tank transfer pump.

The aircraft, engine, propeller or component identified hereon was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to service.

DATE: 1/25/2008

SIGNED:

*J.R. Smith*

J.R. Smith  
Certified Repair Station No. HO1R-199K

Work Order: 18255

Printed by EBis 3 (datcomedia.com)

<b>2. AUTHORIZED RELEASE CERTIFICATE</b> FAA FORM 8130-3, AIRWORTHINESS APPROVAL TAG		<b>3. Form Tracking Number</b> 1564902	
Cessna Aircraft Company Distribution Dept. 702 Topeka, Wichita, KS 67218		<b>5. Work Order/Contract/Invoice Number:</b> 710760	
<b>Part Number:</b> 6508092-1	<b>9. Eligibility:</b> N/A	<b>10. Quantity:</b> 1	<b>11. Serial/Batch Number:</b> N/A
		<b>12. Status/Work:</b> New	

APPROVAL - PARTS. THIS FORM IS NOT AN EXPORT APPROVAL.



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			

**Miller Airmotive, Inc.**Sandwich Airport (IS65) Rt. 34 west  
Phone: 815-735-9232

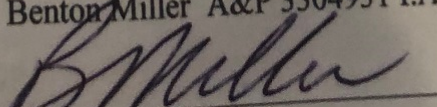
Sandwich Illinois 60548

**Date: January 10, 2009****Airframe Maintenance Log****N155RP****Heater Hobbs: 592.1 hours****AF.T.T.: 3868.1 hours****AF Hobbs: 3868.1 hours**

This airframe has been inspected and serviced in accordance with Chapter 2 of the Cessna 340 Series Service manual. Accomplished the inspection checklist for a **200 hour/ Annual inspection**.

1. Removed all cowlings and inspection panels. Placed aircraft on jacks.
  2. Removed all tires and wheels, cleaned and repacked all wheel bearings.
  3. Greased landing gear using Mobile 28 grease. Accomplished gear retraction and emergency extension check. Replaced one wheel bearing race in nose wheel due to pitted plating, P/N LM29710. Disconnected all main and nose gear doors and checked initial gear rigging. Found gear to be in rig as per Section 2A of the 340A Maintenance Manual. Accomplished complete strut servicing of all three landing gear struts using fresh Castelero 5606 fluid and Nitrogen.
  4. Removed and inspected nose gear shimmy dampener, found to be OK.
  5. Removed left and right fuel filter bowls and screens. Cleaned and reinstalled using new o-rings on bowls and drain valves, P/N's MS29513-043 and MS29513-011.
  6. Installed new vacuum regulator filters with part# B3-5-1 in left and right wing roots.
  7. Inspected and tested ELT in accordance with FAR91.207, par. D. Next battery replacement due 11/2009.
  8. Inspected and lubed cables, pulleys, and all control surface hinges. Treated inside of wings, airframe, and all cables and pulleys with ACF50.
  9. Cleaned cabin outflow and pressure relief valves.
  10. Checked operation of all interior and exterior lighting.
  11. Installed new o-ring seals in all main fuel tank caps and all aux fuel tank caps, PN# MS29513-232.
  12. Installed a new retainer spring in upper cabin door retractable latch handle, P/N5111520-2.
  13. Installed wing joint fairings using structural NAS screws.
  14. Repaired pilot and co-pilot heel scuff plates by using .032" aluminum 2024T3 doubler plates flush riveted to back of scuff plates. Installed 10-32 nut plates to floor panel and used 10-32 counter sunk screws to attach scuff plates to floor panels. Used similar method to repair and attach curved floor panels to side panels.
  15. Cleaned and treated all deicer boots with Jet Stream Aviation PBS boot prep and PBS boot sealant.
  16. Inspected cabin heater (Janitrol B-4050) and associated wiring and plumbing for security. Inspected fuel pressure regulator for leakage. Checks OK. Decay test and pressure switch test not due at this time.
  17. Installed new brushes in cabin heater blower motor. Blower motor is a Universal P/N WZIV029.
  18. Checked and inspected cabin O2 system. Found hydrostat test date of 6/2005 stamped on O2 bottle. O2 pressure is good. Next hydrostatic test due 6-2010. Reference log entry dated 6/17/05.
  19. Inspected on board engine fire extinguishers and related plumbing for security and installation. Hydrostatic test on fire bottles due 6-2010. Reference log entry dated 6/17/2005.
  20. Replaced pilot's attitude gyro due to bearing failure of old gyro. Removed Edo-Aire G-519B-1, S/N 53010H, installed an overhauled gyro Sygma-Tech Model 5000L-8/ G519B-1, S/N T67570. AD's checked through T-DATA Issue 2008-22, see master AD listing for AD compliance status. **AD04-25-16 R-1**, pressure decay test and combustion air pressure switch test, due November 2009 or 666.2 hrs heater hobbs. C/W **AD82-26-05** by inspection of rudder balance weight rib in accordance with Cessna Service Letter **M82-8**. Next inspection due at 3968 hrs. hobbs. C/W **AD00-01-16** by inspection of left and right exhaust systems in accordance with Cessna Service Bulletin **MEB99-9** and figure 1 of the AD text. Refer to respective engine logs for details of AD compliance.
- Washed airframe and engines. Accomplished run up, leak check, and test flight. I certify that this airframe has been inspected in accordance with an **Annual** inspection and has been determined to be in airworthy condition.

T. Benton Miller A&amp;P 3304931 I.A.





DATE	IN SERVICE	RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
	3888.1		TOTAL brought forward from previous page
7/09	3871.3	3871.3	Check pilot's altimeter for sticking needle, could not duplicate. Cleaned connectors on NSD 360A and auto pilot control head. <i>Jim H. Mull</i> Bay Avionics HM1R197K

MAKE: Cessna  
MODEL: 340A  
S/N: 340A1265  
REG. NO: N155RP  
WORK ORDER: 18845



### Aerodyne Corporation

Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898

DATE: 7/15/2009  
A/C TSN: 3900  
HOBBIS: 3900

### Airframe Entries

(1) Complied with AD 2000-01-16 by visual inspection of the left engine exhaust system in accordance with paragraph (b). Next inspection for paragraph (b) due at 3950.0 TT. Found clamp, at 90 degree fitting from turbo to wastegate, cracked. Installed new clamp.....(2) Complied with AD 2000-01-16 by visual inspection of the right engine exhaust system in accordance with paragraph (b). Next inspection for paragraph (b) due at 3950.0 TT.....(3) Checked left engine fuel pressures in accordance with TCM SID 97-3E. Fuel pressures within manufacturer's specifications.....(4) Checked right engine fuel pressures in accordance with TCM SID 97-3E. Fuel pressures within manufacturer's specifications.....(5) Troubleshoot customer report that right engine cylinder head temperature indication red lines. Inspected probe, wiring and indicator. No defects noted. Rerouted wiring to probe from on top of the engine along the ignition leads to behind the engine. Operational check satisfactory.....(6) Adjusted right engine exhaust gas temperature indicator.....(7) Adjusted left engine exhaust gas temperature indicator.....(8) Troubleshoot customer report that the left auxiliary fuel gage sometimes indicates zero when indicator switch is selected to Aux position. Cleaned and inspected wiring connectors at aux fuel tank, wing root disconnect and indicator. Operational check satisfactory.....(9) Removed pilot's seat to gain access to instrument lighting control panel. Removed control panel. Disassembled and inspected control panel. Installed new radio lighting control potentiometer. Installed new spacers and hardware. Reinstalled lighting panel. Reinstalled pilot's seat. Operational check of potentiometer satisfactory.....(10) Could not duplicate customer report that fuel may statically transfer from left main tank to left aux tank. Left fuel selector left selected to main position for one week. No fuel transfer between left main and left aux tanks.....(11) Inspected and operationally checked the left engine Tanis heater. Heater mat on oil sump is shorted and smokes when operationally checked. Removed heater mat and wiring from engine.....(12) Inspected and operationally checked the right engine Tanis heater. No defects noted. Heater performed as per manufacturer's specifications.....(13) Repaired cabin entry door courtesy light wiring.

The aircraft, engine, propeller or component identified hereon was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to service.

DATE: 7/15/2009

SIGNED:

J.R. Smith  
Certified Repair Station No. HO1R-199K

Work Order: 18845

Printed by EBIS 3 (datcomedia.com)

1 of 1

Date Oct. 6, 2009 Tach. 3942.6 Make & Model Cessna 340A N155RP

Troubleshoot erratic altimeter. Found broken fitting for 'static source drain'. Replaced fitting. Performed static leak test in accordance with CFR 91.411 part 43 appendix E.

This aircraft found to be airworthy with respect to the work performed under Work order #22394.

Signed

*James H. Mull Jr*

Inspector

Bay Avionics, Ltd, CRS# HM1R197K

SUB-TOTAL this page



E	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		

MAKE: Cessna  
MODEL: 340A  
S/N: 340A1265  
REG. NO: N155RP  
WORK ORDER: 18970

**Aerodyne Corporation**

Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898

DATE: 10/22/2009  
A/C TSN: 3925.1  
HOBBS: 3925.1

**Airframe Entries**

(1) Troubleshoot customer report that the right nacelle fuel locker will not transfer fuel to main tank. Determined transfer fuel pump output pressure to be faulty. Installed new pump. Operational check satisfactory.....(2) Removed and inspected emergency escape hatch and seal. No defects noted. Seal in good condition and appears to be sealing properly. Inspected airstair door seal. Seal in good condition. No defects noted.

The aircraft, engine, propeller or component identified hereon was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to service.

DATE: 10/22/2009

SIGNED: 

Work Order: 18970

J.R. Smith  
Certified Repair Station No. HO1R-199K

Printed by EBis 3 (datcomedia.com)

MAKE: Cessna  
MODEL: 340A  
S/N: 340A1265  
REG. NO: N155RP  
WORK ORDER: 18894

**Aerodyne Corporation**

Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898

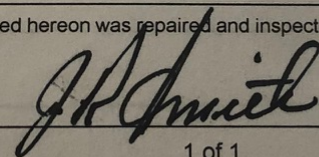
DATE: 8/12/2009  
A/C TSN: 3900.7  
HOBBS: 3900.7

**Airframe Entries**

(1) Troubleshoot customer report tha auxiliary fuel quantity indication is intermittent, more so in flight. Installed new auxiliary fuel quantity indication switch on panel below indicator. Operational check satisfactory

The aircraft, engine, propeller or component identified hereon was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to service.

DATE: 8/12/2009


SIGNED: 

Work Order: 18894

J.R. Smith  
Certified Repair Station No. HO1R-199K

Printed by EBis 3 (datcomedia.com)



No.	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			
MAKE: Cessna MODEL: 340A S/N: 340A1265 REG. NO: N155RP WORK ORDER: 19079		 <b>Aerodyne Corporation</b> Repair Station No. HO1R-199K 5198 West Military Highway Chesapeake, VA 23321 USA Phone: (757) 488-2898	DATE: 3/19/2010 A/C TSN: 3939.9 HOBBS: 3939.9
<b>Airframe Entries</b> (1) Completed Annual Inspection in accordance with manufacturer's instructions and recommendations. Checked for applicable Airworthiness Directives through 03-19-2010 and complied with all recurring Airworthiness Directives and Instructions for Continued Airworthiness. (2) Completed left engine 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Compression check: #1-68/80, #2-50/80, #3-55/80, #4-70/80, #5-63/80, #6-72/80. Cleaned, gapped and tested spark plugs. Checked ignition timing. Cleaned engine. (3) Completed right engine 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Compression check: #1-10/80, #2-74/80, #3-59/80, #4-68/80, #5-68/80, #6-73/80. Cleaned, gapped and tested spark plugs. Checked ignition timing. Cleaned engine. (4) Completed left propeller 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Denicked blades. Greased hubs with Aeroshell No. 6 grease. (5) Completed right propeller 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Denicked blades. Greased hubs with Aeroshell No. 6 grease. (6) Complied AD 82-26-05 "Rudder Balance Weight Rib" by removal of the rudder top cap fairing and inspection of the rudder balance weight rib in accordance with the text of the AD. No cracks found. Inspection due again at 4039.9. (7) Complied with AD 84-26-02 "Paper Engine Induction Air Filters" by replacement of the left and right engine air induction filters. Replacement due again at 4439.9 TAT. (8) Complied with AD 2000-01-16 "Detect and Correct Cracks in the Exhaust System" by inspection of the left and right engine exhaust systems in accordance with paragraphs (b), (c) and (e). Paragraph (b) due every 50 hours or 30 days whichever occurs later, paragraphs (c) and (e) due every 12 calendar months. Found right engine turbo to wastegate 90 degree pipe clamp cracked. See item #26 for corrective action. (9) Complied with AD 2004-21-05 by performing cabin heater pressure decay check and operational check of the combustion air pressure switch. Inspection due again at heater hobbs time 712.0 or March 2012 whichever comes first. (10) Complied with AD 2004-25-16 R1 by visual inspection of the cabin heater fuel pressure regulator shutoff valve. No leaks noted. Inspection due again 4039.9 TAT. (11) Installed new ELT battery. The Cessna Model C589511-0117, s/n: 47241 ELT system installed in this aircraft was inspected and tested according to the applicable ELT manufacturer's instructions and the requirements of 14 CFR 91.207 d) and was determined to be in an airworthy condition. ELT BATTERY EXPIRES APRIL 2012. (12) Troubleshoot inoperative cabin heater. Found combustion blower motor to be faulty. Removed blower and sent to Harold Haskins Aircraft Heaters for repair. Reinstalled combustion blower and operationally check blower and heater and found to be satisfactory. (13) Removed crew fixed oxygen bottle and sent bottle to Aerospace Turbine Rotables, Inc. for hydrostatic check. Hydrostatic test completed under Work Order No. AE-84596. Hydrostatic test due again in March 2015. Reinstalled oxygen bottle in aircraft and serviced bottle pressure into green arc. Leak and operationally checked oxygen system. (14) Removed left engine fire bottle p/n: 30111102, s/n: 05227A1 and sent to CAG Industries for hydrostatic test. The fire bottle was hydrostatic tested and overhauled under Work Order No. 1003-006. New squib installed. Hydrostatic test due again in March 2015. Reinstalled fire bottle in aircraft. (15) Removed right engine fire bottle and sent to Aerospace Turbine Rotables, inc. for hydrostatic check. The fire bottle was hydrostatic tested and overhauled under Work Order No. AE-84592. New squib installed. Reinstalled fire bottle in aircraft. Hydrostatic test due again in March 2015. (16) Installed new lamp in lower rotating beacon. (17) Installed new left wing de-ice boot inspection light. (18) Installed new instrument air filter. (19) Installed new vacuum regulator filters. (20) Troubleshoot customer reports that aircraft will not pressurize properly. Ground pressurized aircraft and determined that the cabin heater pressurization duct had several large holes in it. Removed components to gain access to the duct. Installed new duct. Reinstalled removed components. Ground pressurized aircraft. No further leaks found. (21) Changed left engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Tempest AA48108-2 filter. Inspected removed filter. No contamination. (22) Changed right engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Tempest AA48108-2 filter. Inspected removed filter. No contamination. (23) Repaired propeller heat wiring on the left propeller by splicing broken wiring. (24) Installed new left engine upper deck pressure hose(s) from throttle body to rail manifold. (25) Installed new left engine upper deck pressure hose from throttle body to rail manifold. (26) Installed new right engine turbo to wastegate clamp. (27) Cleaned left and right engine turbo-charger bearing cavities with Berryman B12 Chemtool Solvent in accordance with RAM Aircraft Save-A-Turbo with Berryman's B12 Chemtool Recommended Instructions. After cleaning, prefilled bearing cavity and associated lines with engine oil. (28) Removed left engine #1 cylinder p/n: 657445, s/n: Z0342-07 due to low compression 10/80 psig. Cleaned and inspected cylinder. Found cylinder cracked in exhaust port. Installed serviceable cylinder assembly p/n: 654961A1, s/n: 18645-1. Under installed with new gasket set, piston rings and piston pin. Cylinder repaired under Aerodyne Work Order No. 18645. Tightened B-nut at right engine turbo wastegate outlet line. (30) Installed new RHB32E spark plug in bottom position of #1 cylinder on right engine.			

Aircraft identified hereon was inspected in accordance with an ANNUAL INSPECTION, found to be in an AIRWORTHY condition and approved for service.

3/19/2010

SIGNED:

J.R. Smith

Certified Repair Station No. HO1R-199K

Work Order: 190

Printed by EBis 3 (datcomedia.co)



TE	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			

MAKE: Cessna  
MODEL: 340A  
S/N: 340A1265  
REG. NO: N155RP  
WORK ORDER: 19494

**Aerodyne Corporation**

Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898

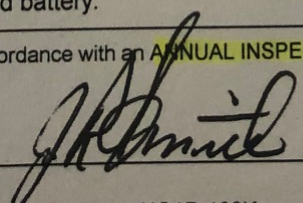
DATE: 5/4/2011  
A/C TSN: 3998  
HOBBS: 3998

**Airframe Entries**

(1) Completed Annual Inspection in accordance with manufacturer's instructions and recommendations. (2) Completed left engine 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Compression check: # 1-74/80, #2-76/80, #3-73/80, #4-74/80, #5-75/80, #6-75/80. Cleaned, gapped and tested spark plugs. Checked ignition timing. Cleaned engine. (3) Completed right engine 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Compression check: #1-73/80, #2-75/80, #3-75/80, #4-77/80, #5-76/80, #6-78/80. Cleaned, gapped and tested spark plugs. Checked ignition timing. Cleaned engine. (4) Completed left propeller 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Denicked blades. Serviced hub with Aeroshell No. 6 grease. (5) Completed right propeller 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Denicked blades. Serviced hub with Aeroshell No. 6 grease. (6) Complied AD 82-26-05 "Rudder Balance Weight Rib" by removal of the rudder top cap fairing and inspection of the rudder balance weight rib in accordance with the text of the AD. (7) Complied with AD 2000-01-16 "Detect and Correct Cracks in the Exhaust System" by inspection of the left and right engine exhaust systems in accordance with paragraphs (b), (c) and (e). Paragraph (b) due every 50 hours or 30 days whichever occurs later, paragraphs (c) and (e) due every 12 calendar months. (8) Complied with AD 2004-25-16 R1 by visual inspection of the cabin heater fuel pressure regulator shutoff valve. No leaks noted. (9) The Cessna Model C589511-0117, s/n: 47241 ELT system installed in this aircraft was inspected and tested according to the applicable ELT manufacturer's instructions and the requirements of 14 CFR 91.207 d) and was determined to be in an airworthy condition. ELT BATTERY EXPIRES APRIL 2012. (10) Complied with Cessna Multi-Engine Service Bulletin MEB 10-3 by inspection of the left and right wing aux spars in accordance with service bulletin instructions. No cracks found. (11) Inspected aircraft for leaks due to customer report that aircraft will not fully pressurize. Replaced all cable seals on rear pressure bulkhead. Replaced cable seals on forward pressure bulkhead. Sealed hole on rear pressure bulkhead with a bulkhead union fitting and cap. (12) Troubleshoot customer report of empty crew fixed oxygen bottle and found pressure indication port schrader valve to be faulty. Installed new valve and pressurized oxygen bottle to 500 psig for 12 hours. No leaks noted. Serviced bottle to 1700 psig. (13) Troubleshoot inoperative left position light. Cleaned ground for light assembly. Operational check satisfactory. (14) Troubleshoot inoperative rotating beacon light on bottom of fuselage. Installed new lamp. Operational check satisfactory. (15) Installed new left and right wing fuel cap o-rings. (16) Secured headliner right side of cabin above emergency exit. (17) Installed plastic cover over emergency exit hatch handle. (18) Installed new right alternator fail sensor. (19) Installed new screw on compass correction card holder. (20) Installed new left and right vacuum regulator filters. (21) Repaired heater hobbs ground wire by replacing ring terminal. (22) Cleaned, prepped and treated all de-ice boots on aircraft with Goodrich Age Master. (23) Repaired wiring at aft position-strobe light assembly. (24) Removed and examined bolts in left and right main landing gear side brace attach fittings bolts. Installed new AN3 bolts, one on each side. Reinstalled remainder of bolts with new self-locking nuts. Torqued bolts to Service Manual specifications. (25) Changed left engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Tempest AA48108-2 filter. Inspected removed filter. No contamination. (26) Installed new spark plug #3 cylinder bottom position. (27) Repositioned EGT probe clamp and induction clamp on #6 cylinder. Left engine propeller control functions properly after above adjustment. (28) Removed left propeller due to nut gauded on low pitch stop. Sent propeller to East Coast Propeller Service where propeller was repaired under Work Order No. ER-8658. Reinstalled propeller after repairs completed. (29) Cleaned left and right engine turbo-charger bearing cavities with Berryman B12 Chemtool Solvent in accordance with RAM Aircraft Save-A-Turbo with Berryman's B12 Chemtool Recommended Instructions. After cleaning, prefilled bearing cavity and associated lines with engine oil. (30) Removed, cleaned, inspected and reinstalled left engine air filter. (31) Installed new left engine magneto pressure air filter. (32) Repaired left propeller blade heater wiring. (33) Fabricated and installed new left engine magneto pressure air hose from intercooler to magneto air filter. (34) Removed, cleaned, inspected and reinstalled left engine air filter. (35) Changed right engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Tempest AA48108-2 filter. Inspected removed filter. No contamination. (36) Installed new right engine magneto pressure air filter. (37) Installed new nut on Right engine #5 cylinder exhaust riser. (38) Repositioned and secured right engine right outboard aft exhaust pipe shroud clamp. (39) Installed new exhaust pipe shroud clamp hanger hardware. Secured clamp to shroud and hanger. (40) Secured electrical connectors on right propeller blades. (41) Removed aircraft battery and battery box. Cleaned, inspected, serviced and charged battery. Cleaned and inspected battery box. Painted affected area with acid resistant paint. Removed, cleaned and reinstalled battery box drain. Reinstalled battery box and battery.

The aircraft identified hereon was inspected in accordance with an ANNUAL INSPECTION, found to be in an AIRWORTHY condition and approved for return to service.

DATE: 5/4/2011

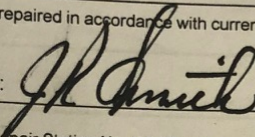
SIGNED: 


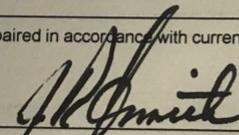
J.R. Smith  
Certified Repair Station No. HO1R-199K

Work Order: 19494

Printed by EBIS 3 (datcomedia.com)



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		
<b>MAKE:</b> Cessna <b>MODEL:</b> 340A <b>S/N:</b> 340A1265 <b>REG. NO:</b> N155RP <b>WORK ORDER:</b> 19598		<b>Aerodyne Corporation</b> Repair Station No. HO1R-199K 5198 West Military Highway Chesapeake, VA 23321 USA Phone: (757) 488-2898
		DATE: 7/25/2011 A/C TSN: 4006.03 HOBBS: 4006.03
<b>Airframe Entries</b> (1) Troubleshoot customer report that "cabin pressure differential is only 2.5 at 19,000 feet." Found faulty left dump valve o'ring. Installed new left and right dump valve o' rings. (2) Troubleshoot customer report of inoperative prop sync ("On engaging prop sync right engine increases speed 75-100 rpms but no change on left engine"). Found two broken wires at the right propeller governor. Repaired wiring. (3) Installed new left engine fuel flow transducer. Leak and ops check satisfactory.		
The article identified hereon was inspected and repaired in accordance with current Federal Aviation Regulations, was found to be airworthy for the work performed and is approved for return to service.		
DATE: 7/25/2011	SIGNED:  J.R. Smith Certified Repair Station No. HO1R-199K	Work Order: 19598 Printed by EBis 3 (datcomedia.com)

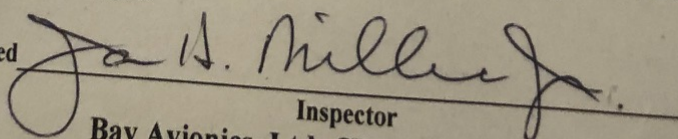
<b>MAKE:</b> Cessna <b>MODEL:</b> 340A <b>S/N:</b> 340A1265 <b>REG. NO:</b> N155RP <b>WORK ORDER:</b> 19650	 <b>Aerodyne Corporation</b> Repair Station No. HO1R-199K 5198 West Military Highway Chesapeake, VA 23321 USA Phone: (757) 488-2898	DATE: 9/21/2011 A/C TSN: 4011.2 HOBBS: 4011.2
<b>Airframe Entries</b> (1) Troubleshoot customer report of inoperative prop sync. Read out prop sync wiring from control box. Removed left engine cowling. Removed left propeller governor for troubleshooting. Governor magnetic pickup and control coil resistive readings within manufacturer's specifications. Disconnected battery. Removed pilot's seat and circuit breaker panel. Repaired shorted wiring to left propeller governor speed input wiring. Reinstalled propeller governor. Reinstalled circuit breaker panel. Reinstalled pilot's seat. Cleaned battery terminals and cables. Reconnected battery and reinstalled access panel. Reinstalled left engine cowling. Performed engine ground run. Operational and leak check satisfactory.		
The article identified hereon was inspected and repaired in accordance with current Federal Aviation Regulations, was found to be airworthy for the work performed and is approved for return to service.		
DATE: 9/21/2011	SIGNED:  J.R. Smith Certified Repair Station No. HO1R-199K	Work Order: 19650 Printed by EBis 3 (datcomedia.com)

Date October 7, 2011 Hobbs 4011.2 Make & Model Cessna 340A N155RP

Remove 42680-0003 Computer Amplifier, Serial #7999 and ship to Autopilots Central for repair. Reinstall 42680-0003 Computer Amplifier, Serial #7999 after repair.


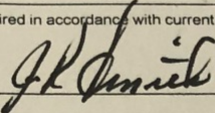
This aircraft found to be airworthy with respect to the work performed under Work order #23390.

Signed



Inspector  
 Bay Avionics, Ltd, CRS# HM1R197K



DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
<b>TOTAL</b> brought forward from previous page			
12-16-2011			<p>MAKE: Cessna MODEL: 340A S/N: 340A-1265 REG. NO: N155RP WORK ORDER: 19737</p> <p> <b>Aerodyne Corporation</b> Repair Station No. HO1R-199K 5198 West Military Highway Chesapeake, VA 23321 USA Phone: (757) 488-2898</p> <p>DATE: 12/16/2011 A/C TSN: 4019.9 HOBBS: 4019.9</p> <p><b>Airframe Entries</b></p> <p>(1) Checked air-conditioning system pressures. Serviced system with R12 refrigerant. Operational check satisfactory.</p> <p>The article identified hereon was inspected and repaired in accordance with current Federal Aviation Regulations, was found to be airworthy for the work performed and is approved for return to service.</p> <p>DATE: 12/16/2011      SIGNED:       Work Order: 19737 J.R. Smith      Printed by EBIS 3 (datcomedia.com) Certified Repair Station No. HO1R-199K</p>

MAKE: Cessna  
MODEL: 340A  
S/N: 340A-1265  
REG. NO: N155RP  
WORK ORDER: 19759

**Aerodyne Corporation**

Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898

DATE: 2/9/2012  
A/C TSN: 4034.1  
HOBBS: 4034.1

**Airframe Entries**

1 of 1

(1) Troubleshoot customer report of possible tail flutter. Inspected elevator, rudder and associated panels and fairings for possible defects. None found. Inspected de-ice boots for security. No defects noted. Inspected elevator system rigging. No defects noted. Removed tail cone and access panels to gain access to elevator trim system. Removed right elevator. Removed elevator trim tab actuator. Disassembled and inspected actuator components. Components found to worn beyond service limits. Installed customer supplied, overhauled, trim tab actuator p/n: 5315097-1, s/n: 031807. Actuator overhauled by Air Capitol Jet LLC under Work Order No. 3471. Rigged trim actuator in accordance with Cessna 340A Service Manual Section 6-18. Reinstalled right elevator. Reinstalled access panels. Operational check of system satisfactory. (2) Troubleshoot customer report that left engine GEM #4 cylinder head temperature indication is inoperative. Removed left engine cowling. Inspected #4 GEM CHT adapter probe. Found probe to be electrically open. OEM piggy-back probe found to be damaged. Removed left engine outboard exhaust manifold in order to remove probes. Installed new GEM CHT probe p/n: 2855. Installed new OEM probe p/n: 86146. Reinstalled exhaust manifold with new exhaust gaskets. Reinstalled cowling. Operational check satisfactory. (3) Secured the back rest on the passenger seat behind the pilot's seat in the up-right position.

The article identified hereon was inspected and repaired in accordance with current Federal Aviation Regulations, was found to be airworthy for the work performed and is approved for return to service.

DATE: 2/9/2012

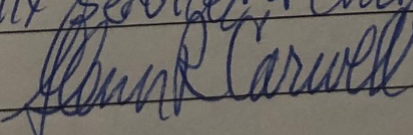
SIGNED: 

Work Order: 19759

J.R. Smith  
Certified Repair Station No. HO1R-199K

Printed by EBIS 3 (datcomedia.com)

Mar 2012

Replaced Aircraft battery with  
24 volt Gill G246, SN# G0270462  
Fully serviced & charged. Ops check Satisfactory  
 ATP # 1705018



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			

MAKE: Cessna  
MODEL: 401  
S/N: 340A-1265  
REG. NO: N155RP  
WORK ORDER: 19921



### Aerodyne Corporation

Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898

DATE: 8/21/2012  
A/C TSN: 4047.8  
HOBBS: 4047.8

### Airframe Entries

(1) **Completed Annual Inspection** in accordance with manufacturer's instructions and recommendations. (2) Completed left engine 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Compression check: #1-76/80, #2-75/80, #3-76/80, #4-72/80, #6-72/80, #6-78/80. Cleaned, gapped and tested spark plugs. Checked ignition timing. Cleaned engine. (3) Completed right engine 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Compression check: #1-70/80, #2-71/80, #3-74/80, #4-72/80, #5-70/80, #6-78/80. Cleaned, gapped and tested spark plugs. Checked ignition timing. Cleaned engine. (4) Completed left propeller 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Denicked blades. Serviced hub with Aeroshell No. 6 grease. (5) Completed right propeller 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Denicked blades. Serviced hub with Aeroshell No. 6 grease. (6) **Complied AD 82-26-05 "Rudder Balance Weight Rib"** by removal of the rudder top cap fairing and inspection of the rudder balance weight rib in accordance with the text of the AD. (7) **Complied with AD 2000-01-16 "Detect and Correct Cracks in the Exhaust System"** by inspection of the left and right engine exhaust systems in accordance with paragraphs (b), (c) and (e). Paragraph (b) due every 50 hours or 30 days whichever occurs later, paragraphs (c) and (e) due every 12 calendar months. (8) **Complied with AD 2004-21-05** by performing cabin heater pressure decay check and operational check of the combustion air pressure switch. Inspection due again at heater hobbs time 727.0 or August 2014 whichever comes first. (9) **Complied with AD 2004-25-16 R1** by visual inspection of the cabin heater fuel pressure regulator shutoff valve. No leaks noted. (10) The Cessna Model C589511-0117, s/n: 47241 ELT system installed in this aircraft was inspected and tested according to the applicable ELT manufacturer's instructions and the requirements of 14 CFR 91.207 d) and was determined to be in an airworthy condition. **ELT BATTERY EXPIRES SEPTEMBER 2014.** (11) Cleaned left and right engine turbo-charger bearing cavities with Berryman B12 Chemtool Solvent in accordance with RAM Aircraft Save-A-Turbo with Berryman's B12 Chemtool Recommended Instructions. After cleaning, refilled bearing cavity and associated lines with engine oil. (12) Installed new taxi light lamp. (13) Installed new left and right main and aux fuel cap o'rings. (14) Installed overhauled tail red rotating beacon light assembly p/n: 40-0129-17, s/n: 14567. Assembly overhauled by Aerospace Turbine Rotables under Work Order No. WO26198. Operational check satisfactory. (15) Troubleshoot inoperative air-conditioning system. Cleaned and flushed all lines and system components. Installed new receiver dryer, new sight glass and new compressor. Vacuumed system. Charged with R12 refrigerant. Operational and leak check satisfactory. (16) Installed new instrument air filter. (17) Installed new left brake pads. (18) Installed new right brake pads. (19) Installed two new bulbs for instrument panel post lights. (20) Pressurized aircraft and checked for leaks. No leaks noted. (21) Checked all aircraft cable tensions and found to be within manufacturer's specifications. (22) Cleaned, prepped and treated all de-ice boots on aircraft with Goodrich Age Master. (23) Changed left engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Tempest AA48108-2 filter. Inspected removed filter. No contamination. (24) Cleaned and inspected left engine air filter. **Replacement due at 4439.9 TAT per AD 84-26-02.** (25) Inspected left engine turbo waste-gate for slight oil leak. Tightened fittings. Performed engine ground run. No further leakage detected. (26) Changed right engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Tempest AA48108-2 filter. Inspected removed filter. No contamination. (27) Cleaned and inspected right engine air filter. **Replacement due at 4439.9 TAT per AD 84-26-02.** (28) Installed new rocker box cover gasket #1 cylinder right engine.

The aircraft identified hereon was inspected in accordance with an ANNUAL INSPECTION, found to be in an AIRWORTHY condition and approved for return to service.

DATE: 8/21/2012

SIGNED:

J.R. Smith  
Certified Repair Station No. HO1R-199K

Work Order: 19921

Printed by EBis 3 (datcomedia.com)



MAKE: Cessna  
MODEL: 340A  
S/N: 340A-1265  
REG. NO: N155RP  
WORK ORDER: 20050



### Aerodyne Corporation

Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898

DATE: 1/10/2013  
A/C TSN: 4080.6  
HOBBS: 4080.6

### Airframe Entries

(1) Troubleshoot customer report of inoperative cabin heater. Found control cable, to the adjustable duct temp switch, had slipped rendering switch in the off position. Adjusted cable and secured. Performed heater operational check and found to be satisfactory.

The article identified hereon was inspected and repaired in accordance with current Federal Aviation Regulations, was found to be airworthy for the work performed and is approved for return to service.

DATE: 1/10/2013

SIGNED:

J.R. Smith

Certified Repair Station No. HO1R-199K

Work Order: 20050

Printed by EBis 3 (datcomedia.com)

MAKE: Cessna  
MODEL: 340A  
S/N: 340A-1265  
REG. NO: N155RP  
WORK ORDER: 20295



### Aerodyne Corporation

Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898

DATE: 10/24/2013  
A/C TSN: 4113.2  
HOBBS: 4113.2

### Airframe Entries

(1) Completed Annual Inspection in accordance with manufacturer's instructions and recommendations. Compression check: # engine 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Checked ignition timing. 1-72/80, #2-70/80, #3-74/80, #4-45/80, #5-76/80, #6-76/80. Cleaned, gapped and tested spark plugs. Checked ignition timing. Cleaned engine. (3) Completed right engine 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Denicked blades. Serviced hub with Aeroshell No. 6 grease. (5) Completed right propeller 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Denicked blades. Serviced hub with Aeroshell No. 6 grease. (6) Complied AD 82-26-05 "Rudder Balance Weight Rib" by removal of the rudder top cap fairing and inspection of the rudder balance weight rib in accordance with the text of the AD. Reinstalled fairing. (7) Complied with AD 2000-01-16 "Detect and Correct Cracks in the Exhaust System" by inspection of the left and right engine exhaust systems in accordance with paragraphs (b), (c) and (e). Paragraph (b) due every 50 hours or 30 days whichever occurs later, paragraphs (c) and (e) due every 12 calendar months. (8) Complied with AD 2004-25-16 R1 by visual inspection of the cabin heater fuel pressure regulator shutoff valve. No leaks noted. (9) The Cessna Model C589511-0117, s/n: 47241 ELT system installed in this aircraft was inspected and tested according to the applicable ELT manufacturer's instructions and the requirements of 14 CFR 91.207 d) and was determined to be in an airworthy condition. ELT BATTERY EXPIRES SEPTEMBER 2014. (10) Cleaned left and right engine turbo-charger bearing cavities with Berryman B12 Chemtool Solvent in accordance with RAM Aircraft Save-A-Turbo with Berryman's B12 Chemtool Recommended Instructions. After cleaning, prefilled bearing cavity and associated lines with engine oil. Lubricated wastegates with liquid penetrant oil. (11) Removed existing rudder mounted rotating beacon assembly. Installed Whelen Self-Contained Strobe Red Lens Model HRCFADR, p/n: 01-0770029-32 in accordance with Whelen Installation Guide 13611. Balanced rudder in accordance with Cessna 340A Service Manual. (12) Installed new left and right vacuum regulator filters. (13) Installed new bolt and nut at rudder trim tab actuating rod end. (14) Removed belly mounted inoperative rotating beacon. Fabricated and installed blanking plate pending installation of replacement light assembly. Plate fabricated from 2024T3 sheet aluminum .065" reinforced with aluminum L extrusion. Primed and painted to match. Completed weight and balance change. (15) Removed pitot tube at customer's request so he could have it re-chromed. Reinstalled pitot tube. Operational check of pitot heat satisfactory. (16) Checked air-conditioning system pressures and serviced system with approximately 1/4 lb of R12. Operational check of system satisfactory. (17) Changed left engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Champion CH48108-1 filter. Inspected removed filter. No contamination. (19) Cleaned and inspected left engine air filter. Per AD 84-26-02 replacement due by 4439.9 TAT. (20) Changed right engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Champion CH48108-1 filter. Inspected removed filter. No contamination. (21) Cleaned and inspected right engine air filter. Per AD 84-26-02 replacement due by 4439.9 TAT. (22) Troubleshoot heating problem on one blade of right propeller. Found pin not seated in connector at the blade heater. Installed new pin. Operational check satisfactory.

The aircraft identified hereon was inspected in accordance with an ANNUAL INSPECTION, found to be in an AIRWORTHY condition and approved for return to service.

DATE: 10/24/2013

SIGNED:

J.R. Smith

Certified Repair Station No. HO1R-199K

Work Order: 20295

Printed by EBis 3 (datcomedia.com)


SUB-TOTAL this page

TOTAL-Carry forward to next page



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

MAKE: Cessna  
MODEL: 340A  
S/N: 340A-1265  
REG. NO: N155RP  
WORK ORDER: 20650

 **Aerodyne Corporation**  
Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898

DATE: 11/20/2014  
A/C TSN: 4165.9  
HOBBS: 4165.9

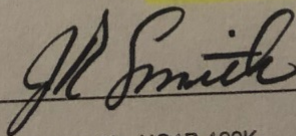
**Airframe Entries**

(1) Completed Annual Inspection in accordance with manufacturer's instructions and recommendations. (2) Completed left engine 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Compression check: # 1-72/80, #2-68/80, #3-66/80, #4-76/80, #5-74/80, #6-70/80. Cleaned, gapped and tested spark plugs. Checked ignition timing. Cleaned engine. (3) Completed right engine 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Compression check: #1-74/80, #2-70/80, #3-74/80, #4-72/80, #5-76/80, #6-68/80. Cleaned, gapped and tested spark plugs. Checked ignition timing. Cleaned engine. (4) Completed left propeller 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Denicked blades. Serviced hub with Aeroshell No. 6 grease. (5) Completed right propeller 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Denicked blades. Serviced hub with Aeroshell No. 6 grease. (6) Complied AD 82-26-05 "Rudder Balance Weight Rib" by removal of the rudder top cap fairing and inspection of the rudder balance weight rib in accordance with the text of the AD. Reinstalled fairing. (7) Complied with AD 2000-01-16 "Detect and Correct Cracks in the Exhaust System" by inspection of the left and right engine exhaust systems in accordance with paragraphs (b), (c) and (e). Paragraph (b) due every 50 hours or 30 days whichever occurs later, paragraphs (c) and (e) due every 12 calendar months. (8) Complied with AD 2004-25-16 R1 by visual inspection of the cabin heater fuel pressure regulator shutoff valve. No leaks noted. (9) Complied with AD 2004-21-05 by performing cabin heater pressure decay check and operational check of the combustion air pressure switch. Inspection due again at heater hobbs time 744.2 or November 2016 whichever comes first. (10) Installed new ELT battery. The Cessna Model C589511-0117, s/n: 47241 ELT system installed in this aircraft was inspected and tested according to the applicable ELT manufacturer's instructions and the requirements of 14 CFR 91.207 d) and was determined to be in an airworthy condition. **ELT BATTERY EXPIRES FEBRUARY 2017.** (11) Removed, disassembled, cleaned and inspected nose wheel assembly. Installed new customer supplied tire Goodyear Flight Custom III 600-6 and tube TU600-6. Reassembled wheel. Greased wheel bearings. Reinstalled nose wheel assembly. (12) Removed, disassembled, cleaned and inspected left wheel assembly. Installed new customer supplied tire Goodyear Flight Custom III 6.50-10 and tube TU650-10. Reassembled wheel. Greased wheel bearings. Reinstalled left wheel assembly. (13) Removed, disassembled, cleaned and inspected right wheel assembly. Installed new customer supplied tire Goodyear Flight Custom III 6.50-10 and tube TU650-10. Reassembled wheel. Greased wheel bearings. Reinstalled right wheel assembly. (14) Cleaned left and right engine turbo-charger bearing cavities with Berryman B12 Chemtool Solvent in accordance with RAM Aircraft Save-A-Turbo with Berryman's B12 Chemtool Recommended Instructions. After cleaning, prefilled bearing cavity and associated lines with engine oil. Lubricated wastegates with liquid penetrant oil. (15) Changed left engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Champion CH48108-1 filter. Inspected removed filter. No contamination. (16) Inspected left engine air filter element. Replacement due 4439.9 TAT per AD 84-26-02. (17) Installed new rivets on cover of left engine vacuum pressure regulator. Replaced hoses on either side of regulator. (18) Repaired left engine #4 cylinder bottom ignition lead shielding at the ferrule by re-terminating the ignition lead shielding. (19) Removed left propeller to facilitate replacement of left engine crankshaft seal. Installed new crankshaft seal p/n: SA641250. Reinstalled propeller. (20) Changed right engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Champion CH48108-1 filter. Inspected removed filter. No contamination. (21) Inspected right engine air filter element. Replacement due 4439.9 TAT per AD 84-26-02. (22) Installed five new right engine EGT probe wiring terminal insulators. (23) Installed new right engine left and right magneto ignition harnesses p/n: M2779. (24) Cleaned, prepped and treated all de-ice boots on aircraft with Goodrich Age Master. (25) Complied with AD 2014-03-03 "Prohibit Flight Into Known Icing Conditions" by insertion of FAA-Approved Supplement Figure 1 to Appendix 1 in the Aircraft Flight Manual. (26) AD 2014-05-29 "Superior Air Parts Investment Cast Cylinder Assemblies" determined to be not applicable to the left or right engines. Superior cylinders not installed. Continental cylinders installed.

The aircraft identified hereon was inspected in accordance with an ANNUAL INSPECTION, found to be in an AIRWORTHY condition and approved for return to service.

DATE: 11/20/2014

SIGNED:


J.R. Smith  
Certified Repair Station No. HO1R-199K

Work Order: 20650

Printed by EBIS 3 (datcomedia.com)



DATE

SE

MAKE: Cessna  
MODEL: 340A  
S/N: 340A-1265  
REG. NO: N155RP  
WORK ORDER: 21081



Aerodyne Corporation

Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898

DATE: 1/27/2016  
A/C TSN: 4225.6  
HOBBS: 4225.6

## Airframe Entries

(1) Completed Annual Inspection in accordance with manufacturer's instructions and recommendations. (2) Completed left engine 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Compression check: # 1-68/80, #2-70/80, #3-68/80, #4-72/80, #5-66/80, #6-70/80. Cleaned, gapped and tested spark plugs. Checked ignition timing. Recommendations. Compression check: #1-70/80, #2-68/80, #3-76/80, #4-79/80, #5-72/80, #6-70/80. Cleaned, gapped and tested spark plugs. Checked ignition timing. Cleaned engine. (4) Completed left propeller 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Denicked blades. Serviced hub with Aeroshell No. 6 grease. (5) Completed right propeller 100 hour inspection in accordance with the manufacturer's instructions and recommendations. Denicked blades. Serviced hub with Aeroshell No. 6 grease. (6) Complied AD 82-26-05 "Rudder Balance Weight Rib" by removal of the rudder top cap fairing and inspection of the rudder balance weight rib in accordance with the text of the AD. Reinstalled fairing. (7) Complied with AD 2000-01-16 "Detect and Correct Cracks in the Exhaust System" by inspection of the left and right engine exhaust systems in accordance with paragraphs (b), (c) and (e). Paragraph (b) due every 50 hours or 30 days whichever occurs later, paragraphs (c) and (e) due every 12 calendar months. (8) Complied with AD 2004-25-16 R1 by visual inspection of the cabin heater fuel pressure regulator shutoff valve. No leaks noted. (9) he Cessna Model C589511-0117, s/n: 47241 ELT system installed in this aircraft was inspected and tested according to the applicable ELT manufacturer's instructions and the requirements of 14 CFR 91.207 d) and was determined to be in an airworthy condition. ELT BATTERY EXPIRES FEBRUARY 2017. (10) Cleaned, prepped and treated all de-ice boots on aircraft with Goodrich Age Master. Applied conductive cement at boot edges as necessary. (11) Cleaned left and right engine turbo-charger bearing cavities with Berryman's B12 Chemtool Recommended Instructions. After cleaning, pre-filled bearing cavity and associated lines with engine oil. Lubricated wastegates with liquid penetrant oil. (12) Changed left engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Tempest AA48108-2 filter. Inspected removed filter. No contamination. Cleaned engine. Performed engine ground run. Operational and leak check satisfactory. (13) Changed right engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Tempest AA48108-2 filter. Inspected removed filter. No contamination. engine. Performed engine ground run. Operational and leak check satisfactory. (14) Visually inspected left engine paper filter and determined it be to in serviceable condition for continued service. Replacement due at 4439.9 TAT per AD 84-26-02. (15) Visually inspected right engine paper filter and determined it be to in serviceable condition for continued service. Replacement due at 4439.9 TAT per AD 84-26-02. (16) Installed new vacuum regulator filters. (17) Removed, cleaned, serviced, charged, tested and reinstalled aircraft battery. (18) Removed aircraft oxygen bottle and sent to Aerospace Turbine Rotables for hydrostatic check. After hydro check, reinstalled and attempted so service the oxygen bottle but found that it would not take oxygen and leaked at the top of the regulator. Removed bottle and returned to Aerospace Turbine Rotables for repair. Aerospace Turbine Rotables overhauled the oxygen bottle regulator p/n: 801366-11 under Work Order No. W176796. Reinstalled oxygen bottle and serviced bottle with aviators breathing oxygen into green arc. (19) Removed left engine fire bottle p/n: 30111102, s/n: 05227A1 and sent to Aerospace Turbine Rotables for hydrostatic test, recharge and squib replacement. Work accomplished under Aerospace Turbine Rotables Work Order No. WO81925. Reinstalled fire bottle after repair. Hydrostatic test and squib replacement due again 12-2020. (20) Removed right engine fire bottle p/n: 9910445-1, s/n: R363 and sent to Aerospace Turbine Rotables for hydrostatic test, recharge and squib replacement. Work accomplished under Aerospace Turbine Rotables Work Order No. WO81924. Reinstalled fire bottle after repair. Hydrostatic test and squib replacement due again 12-2020. (21) Installed new right engine bottom spark plugs 1,2 & 4 cylinders. (22) Troubleshoot customer report that de-ice boot advisory light does not illuminate when boots selected on and during deflation the inboard boots are slow to deflate fully. Found de-ice pressure to be low, right inboard boot to have a number of pin holes and the right side de-ice control valve to be faulty. Installed overhauled left engine vacuum pump p/n: AA442CW, s/n: 09Q607. Pump overhauled by Aero Accessories under Work Order No. 109Q6-0000. Installed overhauled right engine vacuum pump p/n: AA442CW, s/n: 09Q610. Pump overhauled by Aero Accessories under Work Order No. 109Q6-0000. Installed overhauled de-ice control valve p/n: 2H59-8, s/n: 150-22-2. Overhauled by Aero Accessories, Inc under Work Order No. 000220. Repaired pin holes in right inboard de-ice boot with de-ice patches. Performed operational check of de-ice system and found operation to be satisfactory. Boots inflate and deflate quickly. (23) Troubleshoot customer report that left engine will not boost to 41 inches. Found faulty turbo controller. Installed overhauled left engine turbo controller p/n: 470836-9018, s/n: F10139. Controller overhauled by RAM Aircraft under Work Order No. 002545. Operational check satisfactory. (24) Inspected the top cowlings, of the left and right engines, for cracks. No cracks in the metal. Paint cracks only. Repainted top white portion of cowlings. (25) Troubleshoot customer report of oil leak on front of left engine. Removed left propeller. Installed new prop to crankshaft o'ring. Reinstalled propeller. (26) Troubleshoot customer report that the right alternator light is slow to extinguish after alternator is on line. Alternator is charging. Found faulty connection on Aux terminal. Repaired wiring. Operational check satisfactory. (27) Troubleshoot left engine low oil pressure during ground run up. Removed and inspected oil pressure regulating valve. Found plunger face worn. Installed new plunger and reinstalled regulating valve. Operational check satisfactory. (28) Drilled out and removed 76 frozen screws on left and right wing root inspection panels. Reinstalled panels, after inspections completed, with new screws. (29) Troubleshoot customer report of soft brakes. Inspected brake pads and disc. No defects noted. Bled left and right brakes. Serviced system with MIL5606 hydraulic fluid. Brake pedal travel before braking action is minimal.

The aircraft identified hereon was inspected in accordance with an ANNUAL INSPECTION, found to be in an AIRWORTHY condition and approved for return to service.

DATE: 1/27/2016

SIGNED:

J.R. Smith

Certified Repair Station No. HO1R-199K

Work Order: 21081

Printed by EBIS 3 (datcomedia.com)

SUB-TOTAL this page

TOTAL-Carry forward to next page

Cessna Service Letter 560XL-05-06, the P/N: AE13083-5 squibs  
to a 96 month in Service Life. Replacement is due 01-2024.



MAKE: Cessna  
MODEL: 340A  
S/N: 340A-1265  
REG. NO: N155RP  
WORK ORDER: 21319



### Aerodyne Corporation

Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898

DATE: 8/2/2016  
A/C TSN: 4258  
HOBBS: 4258

### Airframe Entries

(1) Complied with AD 2016-07-24 "Flight Control Elevator Trim Control Rod Hardware Replacement" by replacement of the elevator trim control rod hardware in accordance with the text of the AD and Cessna MEB 27-02. Inspection of hardware for condition and proper hardware is due every 100 flight hours. Next due at 4358.0 TAT and hobbs time. (2) Troubleshoot customer report that the left engine #4 cylinder exhaust gas temperature indication is inoperative. Found faulty EGT probe. Installed new customer supplied EGT probe p/n: 2870. Operational check satisfactory. (3) Troubleshoot customer report that right engine alternator fail light keeps coming on. Found alternator out sensor to be faulty. Installed new sensor. Found fuel flow transducer faulty. Fuel flow transducer not available to Hoskins system currently installed in aircraft. Removed Hoskins fuel flow indication system. Installed Shadin DIGIFLO Fuel Flow Indication System p/n: 910532P, s/n: 10409 in accordance with Shadin Company Report Number 4028. Installation is approved for this aircraft under Supplemental Type Certificate Number SA544GL. Completed FAA 337. No weight or balance change. (5) Troubleshoot oil leak from left engine. Found loose B-nut at wastegate actuator. Tightened B-nut. Found leak at B-nut on turbo oil scavenge hose. Removed hose and inspected. Lapped flare on hose and rigid line fitting. Reinstalled hose. Performed engine ground run. Operational and leak check satisfactory.

The article identified hereon was inspected and repaired in accordance with current Federal Aviation Regulations, was found to be airworthy for the work performed and is approved for return to service.

DATE: 8/2/2016

SIGNED:

J.R. Smith  
Certified Repair Station No. HO1R-199K

Work Order: 21319

Printed by EBis 3 (datcomedia.com)

**Date July 7, 2016 Tach 4257.8 Make & Model Cessna 340A N155RP**

Removed existing Insight Gemini I200. Relocated attitude gyro to top of Co-pilot instrument panel. Installed one JPI EDM76-6C engine monitor Indicator (SN 7088).

This aircraft found to be airworthy with respect to the work performed under Work Order #25444.

Signed

Inspector  
Bay Avionics, Ltd, CRS# HM1R197K

MAKE: Cessna  
MODEL: 340A  
S/N: 340A-1265  
REG. NO: N155RP  
WORK ORDER: 21294



### Aerodyne Corporation

Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898

DATE: 7/12/2016  
A/C TSN: 4257.8  
HOBBS: 4257.8

### Airframe Entries

(1) Installed new Concorde RG24-20 battery s/n: 40804866.

The article identified hereon was inspected and repaired in accordance with current Federal Aviation Regulations, was found to be airworthy for the work performed and is approved for return to service.

DATE: 7/12/2016

SIGNED:

J.R. Smith  
Certified Repair Station No. HO1R-199K

Work Order: 21294

Printed by EBis 3 (datcomedia.com)



MAKE: Cessna  
MODEL: 340A  
S/N: 340A-1265  
REG. NO: N155RP  
WORK ORDER: 21536



### Aerodyne Corporation

Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898

DATE: 3/1/2017  
A/C TSN: 4293.3  
HOBBS: 4293.3

### Airframe Entries

(1) Completed Annual Inspection in accordance with manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43, Appendix D. (2) Completed left engine 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Compression check: #1-78/80, #2-74/80, #3-70/80, #4-67/80, #5-68/80, #6-70/80. Checked ignition timing. Cleaned engine. (3) Completed right engine 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Compression check: #1-78/80, #2-74/80, #3-75/80, #4-76/80, #5-74/80, #6-72/80. Checked ignition timing. Cleaned engine. (4) Completed left propeller 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Denicked blades. Serviced propeller hub with Aeroshell No. 6 grease. (5) Completed right propeller 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Denicked blades. Serviced propeller hub with Aeroshell No. 6 grease. (6) Complied AD 82-26-05 "Rudder Balance Weight Rib" by removal of the rudder top cap fairing and inspection of the rudder balance weight rib in accordance with the text of the AD. Reinstalled fairing. (7) Complied with AD 84-26-02 "Paper Induction Filters" by installation of new left and right engine air induction filters. Replacement due every 500 hours. (8) Complied with AD 2000-01-16 "Detect and Correct Cracks in the Exhaust System" by inspection of the left and right engine exhaust systems in accordance with paragraphs (b), (c) and (e). Paragraph (b) due every 50 hours or 30 days whichever occurs later, paragraphs (c) and (e) due every 12 calendar months. Installed new right engine overboard tail pipe and support clamps. (9) Complied with AD 2004-25-16 R1 by visual inspection of the cabin heater fuel pressure regulator shutoff valve. No leaks noted. (10) Complied with AD 2004-21-05 "Cabin Heater Pressure Decay Check" by pressure decay check of the heater core and operational check of the air pressure switch. No defects noted. (11) Complied with AD 2016-17-08 Elevator Trim Tab Assembly Parts Attachment Hardware Security by inspection of the hardware. Hardware replaced 8-2-2016, 4258 TAT. Re inspection due every 100 hours or 12 months whichever comes first. (12) Complied with AD 2016-16-12 ECI Class 71 or 76 Cylinder Assembly Failures by inspection of the left and right engine cylinders. AD does not apply by ECI cylinders installed. Cylinders are chrome bore and the Casting # AEC65385 does not appear on any of the installed cylinders. (13) Installed new ELT battery. The Cessna Model C589511-0117, s/n: 47241 ELT system installed in this aircraft was inspected and tested according to the applicable ELT manufacturer's instructions and the requirements of 14 CFR 91.207 d) and was determined to be in an airworthy condition. **ELT BATTERY EXPIRES MARCH 2019.** (15) Cleaned, prepped and treated all de-ice boots on aircraft with Goodrich Age Master. Applied conductive cement at boot edges as necessary. (16) Installed 12 new spark plugs RHB32E in left engine. (17) Installed 9 new spark plugs URHB32E in right engine. (18) Installed new center bolt in elevator bellcrank. (19) Serviced main and nose landing gear shock struts with MIL5606 hydraulic fluid and nitrogen. (20) Replaced cabin heater hobbs meter positive wire and secured to prevent chaffing. (21) Installed new left propeller spinner dome cap. (22) Installed new aft pressure bulkhead access panel seal. (23) Repaired several cracks in plastic tail cone fairing with plastic repair kit. (24) Cleaned left and right engine turbo-charger bearing cavities with Berryman B12 Chemtool Solvent in accordance with RAM Aircraft Save-A-Turbo with Berryman's B12 Chemtool Recommended Instructions. After cleaning, prefilled bearing cavity and associated lines with engine oil. Lubricated wastegates with liquid penetrant oil.

The aircraft identified hereon was inspected in accordance with an ANNUAL INSPECTION, found to be in an AIRWORTHY condition and approved for return to service.

DATE: 3/1/2017

SIGNED:

J.R. Smith  
Certified Repair Station No. HO1R-199K

Work Order: 21536

Printed by EBis 3 (datcomedia.com)

☐ Approved

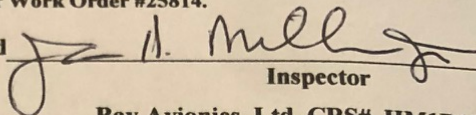


Date July 20, 2017 Tach 4312.8 Make and Model Cessna 340A N155RP

Removed control unit of autopilot C530A (SN 8919), computer amplifier (SN 7899) and altitude sensor (SN 1593) for pitching up when engaged. Shipped to Autopilots Central for testing. Units were tested, and no problems were found. Reinstalled units upon return. Checked connector on horizon. Autopilot ground operations checks okay.

This aircraft found to be airworthy with respect to the work performed under **Work Order #25814**.

Signed



Inspector

Bay Avionics, Ltd, CRS# HM1R197K

MAKE: Cessna  
MODEL: 340A  
S/N: 340A-1265  
REG. NO: N155RP  
WORK ORDER: 21690



### Aerodyne Corporation

Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898

DATE: 7/19/2017  
A/C TSN: 4313.9  
HOBBS: 4313.9

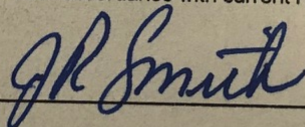
### Airframe Entries

(1) Troubleshoot customer report of inoperative left engine alternator. Removed alternator for inspection. Found drive coupling to be faulty. Disassembled alternator and found brushes to be excessively worn. Installed overhauled drive coupling p/n: 646655, s/n: DRK117605. Coupling overhauled by Amtek Aero-Defense dba Drake Air under Work Order No. 485671. Installed new alternator brushes. Reassembled and installed alternator. Operational and leak check satisfactory.....(2) Troubleshoot customer report that the JPI CHT and EGT indications for the #1 cylinder on the left engine are blank. Found #1 cylinder EGT probe to be faulty. Installed new customer supplied EGT probe p/n: 2870. CHT probe serviceable. Found JPI display for left engine #1 cylinder to be inoperative. Removed JP Instruments EDM760-6C, s/n: 7088 from aircraft and sent to JP Instruments for repair. Reinstalled and operationally checked and found to be satisfactory.....(3) Changed left engine oil and filter. Installed 7 quarts of Phillips 20W-50 oil and Tempest AA48110-2 filter. Inspected removed filter. No contamination. Cleaned engine. Performed engine ground run. Operational and leak check satisfactory. Installed SAF-AIR F62 engine oil sump quick drain valve at customer's request.....(4) Changed right engine oil and filter. Installed 7 quarts of Phillips 20W-50 oil and Tempest AA48110-2 filter. Inspected removed filter. No contamination. Cleaned engine. Performed engine ground run. Operational and leak check satisfactory. Installed SAF-AIR F62 engine oil sump quick drain valve at customer's request.....(5) Repaired broken fiberglass on left engine cowling left nose bowl. Replaced damaged nut plates in the repair area. Installed new screws.

The article identified hereon was inspected and repaired in accordance with current Federal Aviation Regulations, was found to be airworthy for the work performed and is approved for return to service.

DATE: 7/19/2017

SIGNED:



J.R. Smith

Certified Repair Station No. HO1R-199K

Work Order: 21690

Printed by EBis 3 (datamedia.com)

1 of 1



TOTAL  
TIME  
IN  
SERVICETACH OR  
RECORDING  
METER  
TIMEDESCRIPTION OF WORK PERFORMED—  
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

TOTAL brought forward from previous page

MAKE: Cessna  
MODEL: 340A  
S/N: 340A-1265  
REG. NO: N155RP  
WORK ORDER: 21983

## Aerodyne Corporation

Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898DATE: 4/26/2018  
A/C TSN: 4361  
HOBBS: 4361

## Airframe Entries

(1) Completed Annual Inspection in accordance with manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43, Appendix D. (2) Completed left engine 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Compression check: #1- /80, #2- /80, #3- /80, #4- /80, #5- /80, #6- /80. Checked ignition timing. Cleaned engine. (3) Completed right engine 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Compression check: #1- /80, #2- /80, #3- /80, #4- /80, #5- /80, #6- /80. Checked ignition timing. Cleaned engine. (4) Completed left propeller 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Denicked blades. Serviced propeller hub with Aeroshell No. 6 grease. (5) Completed right propeller 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Denicked blades. Serviced propeller hub with Aeroshell No. 6 grease. (6) Complied AD 82-26-05 "Rudder Balance Weight Rib" by removal of the rudder top cap fairing and inspection of the rudder balance weight rib in accordance with the text of the AD. Reinstalled fairing. (7) Complied with AD 2000-01-16 "Detect and Correct Cracks in the Exhaust System" by inspection of the left and right engine exhaust systems in accordance with paragraphs (b), (c) and (e). Paragraph (b) due every 50 hours or 30 days whichever occurs later, paragraphs (c) and (e) due every 12 calendar months. Installed new right engine overboard tail pipe and support clamps. (8) Complied with AD 2004-25-16 R1 by visual inspection of the cabin heater fuel pressure regulator shutoff valve. No leaks noted. (9) Complied with AD 2016-17-08 Elevator Trim Tab Assembly Parts Attachment Hardware Security by inspection of the hardware. Hardware replaced 8-2-2016, 4258 TAT. Re inspection due every 100 hours or 12 months whichever comes first. (10) Troubleshoot customer report of inoperative windshield heat. Found controller faulty. Removed controller p/n: 9910216-2, s/n: 085. Installed overhauled controller p/n: 9910216-2, s/n: 1321. (11) Cleaned taxi light wiring terminals and ground wire terminal. Operational check satisfactory. (12) Installed new left and right brake pads. (13) Replaced co-pilot's overhead light bulb. (14) Removed, disassembled, cleaned and inspected left brake caliper. Installed new piston o-rings. Reassembled and installed caliper. Bled brake system. (15) Troubleshoot customer report that the right alternator out light intermittently illuminates. Replaced ring tongue on alternator filed stud. Cleaned alternator slip rings and brushes. Operational check satisfactory. (16) Installed new o-rings in left and right main and auxiliary fuel tank caps. Installed lanyard clips on auxiliary fuel caps. (17) Installed new gaskets on left wing outboard round auxiliary fuel tank access panels and on main tip tank fuel cap adapter panel. (18) Changed left engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Tempest AA48108-2 filter. Inspected removed filter. No contamination. Cleaned engine. Performed engine ground run. Operational and leak check satisfactory. (19) Inspected left engine air filter and found to be satisfactory for continued service. New filter installed 3-1-2017 at 4293.3 TAT. Replacement due by 4793.3 or sooner upon condition. (20) Cleaned and adjusted left engine propeller brush block assembly. (21) Removed left engine #4 cylinder due to low compression. Disassembled, cleaned and inspected cylinder and components. Installed new exhaust valve guide. Ground valve seats. Installed new intake and exhaust valves. Lapped valves to seats. Installed one new rocker shaft. Honed cylinder bore. Fitted and installed new piston rings. Installed new piston pin. Bench checked 80/80 psig. Installed cylinder with new gasket set. (22) Installed new exhaust stud on #6 cylinder left engine. (23) Installed new rocker box cover gaskets on cylinders 2 and 6 left engine. (24) Removed, cleaned, inspected and reinstalled left engine air/oil separator. (25) Changed right engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Tempest AA48108-2 filter. Inspected removed filter. No contamination. Cleaned engine. Performed engine ground run. Operational and leak check satisfactory. (26) Inspected right engine air filter and found to be satisfactory for continued service. New filter installed 3-1-2017 at 4293.3 TAT. Replacement due by 4793.3 or sooner upon condition. (27) Installed new customer supplied exhaust gas temperature probe p/n: 2870 in #1 cylinder exhaust riser, right engine. (28) Repaired right engine right nose bowl cowl with carbon fiber repair and installed new nutplates. (29) Cleaned, prepped and treated all de-ice boots on aircraft with Goodrich Age Master. Applied conductive cement at boot edges as necessary. (30) The Cessna Model C589511-0117, s/n: 47241 ELT system installed in this aircraft was inspected and tested according to the applicable ELT manufacturer's instructions and the requirements of 14 CFR 91.207 d) and was determined to be in an airworthy condition.

**ELT BATTERY EXPIRES MARCH 2019.**

The aircraft identified hereon was inspected in accordance with an ANNUAL INSPECTION, found to be in an AIRWORTHY condition and approved for return to service.

DATE: 4/26/2018

SIGNED:

Work Order: 21983

J.R. Smith  
Certified Repair Station No. HO1R-199K

Printed by EBIS 3 (datcomedia.com)



TE	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			

MAKE: Cessna  
MODEL: 340A  
S/N: 340A-1265  
REG. NO: N155RP  
WORK ORDER: 22342



**Aerodyne Corporation**  
Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898

DATE: 5/15/2019  
A/C TSN: 4409  
HOBBS: 4409

### Airframe Entries

(1) Completed Annual Inspection in accordance with manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43, Appendix D. (2) Completed left engine 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Compression check: #1-76/80, #2-65/80, #3-65/80, #4-72/80, #5-24/80 (see Item #16), #6-65/80. Cleaned, gapped and tested spark plugs. Checked ignition timing. Cleaned engine. (3) Completed right engine 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Compression check: #1-76/80, #2-68/80, #3-65/80, #4-69/80, #5-68/80, #6-76/80. Cleaned, gapped and tested spark plugs. Checked ignition timing. Cleaned engine. (4) Completed left propeller 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Denicked blades. Serviced propeller hub with Aeroshell No. 6 grease. (5) Completed right propeller 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Denicked blades. Serviced propeller hub with Aeroshell No. 6 grease. (6) Complied with AD 82-26-05 "Rudder Balance Weight Rib" by inspection in accordance with the text of the AD and Cessna SIL ME82-8. Inspection due again in 100 hours. (7) Complied with AD 2000-01-16 "Detect and Correct Cracks in the Exhaust System" by inspection of the left and right engine exhaust systems in accordance with paragraphs (b), (c) and (e). Paragraph (b) due every 50 hours or 30 days whichever occurs later, paragraphs (c) and (e) due every 12 calendar months. (8) Complied with AD 2004-25-16 R1 by inspection of the Cabin Heater Fuel Pressure Regulator and Shut-off Valve. No leaks noted. Inspection due again in 100 hours. (9) Complied with AD 2004-21-05 "Cabin Heater Pressure Decay Check" by pressure decay check of the heater core and operational check of the air pressure switch. No defects noted. (10) Complied with 2016-17-08 Elevator Trim Tab Assembly Parts Attachment Hardware Security and found to be correct hardware. Inspection due again in 100 hours. (11) The ACK Model E-04, s/n: 022964 ELT system installed in this aircraft was inspected and tested according to the applicable ELT manufacturer's instructions and the requirements of 14 CFR 91.207 d) and was determined to be in an airworthy condition. **ELT BATTERY EXPIRES APRIL 2024.** (12) Troubleshoot fuel leak from right tip tank aft bulkhead. Found rivets seeping along support channel on lower portion of aft bulkhead. Drained tank. Removed rivets. Removed old sealant from inside tank. Installed new rivets and sealed bulk tails inside tank. Reinstalled tank rear bulkhead panel with new gasket and screw seals. Refueled tank. Leak check satisfactory. Reinstalled tank tail fairing. (13) Installed new right nacelle auxiliary fuel tank fuel sender gasket. (14) Changed left engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Tempest AA48108-2 filter. Inspected removed filter. No contamination. Cleaned engine. Performed engine ground run. Operational and leak check satisfactory. (15) Inspected left engine air induction filter and found to be satisfactory for continued service. (16) Removed cylinder due to low compression 24/80 leak by exhaust valve. Disassembled, cleaned and inspected cylinder. Installed new exhaust valve guide. Ground intake valve and valve seats. Installed new exhaust valve. Lapped valves to seats. Assembled cylinder and painted. Bench check 80/80. Honed bore. Installed new piston, piston pin and piston rings. Reinstalled cylinder with new gasket set. (17) Repaired left engine #4 cylinder bottom spark plug ignition lead. (18) Removed, disassembled and inspected left engine magnetos Slick 6320, s/n: 99071444 (L) and Slick 6320, s/n: 99071445 (R). Magnetos found to be beyond economical repair. Installed overhauled left magneto Slick 6320, s/n: H-01382 and overhauled right magneto Slick 6320, s/n: H-01381. Repaired left magneto P-lead. Operational check satisfactory. (19) Changed left engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Tempest AA48108-2 filter. Inspected removed filter. No contamination. Cleaned engine. Performed engine ground run. Operational and leak check satisfactory. (20) Inspected right engine air induction filter and found to be satisfactory for continued service. (21) Cleaned right engine #3 cylinder fuel injector line and fittings. Reinstalled with new seals. (22) Removed, disassembled and inspected right engine magnetos Slick 6320, s/n: 9608005 (L) and Slick 6320, s/n: 02100597 (R). Magnetos found to be beyond economical repair. Installed overhauled left magneto Slick 6320, s/n: H-01380 and overhauled right magneto Slick 6320, s/n: H-01107. Magnetos overhauled by Kelly Aerospace under Work Orders KES1901-105 & KES1901-398. Repaired left magneto P-lead. Operational check satisfactory. (23) Installed new right engine right side exhaust stack manifold with new gaskets. Drilled new holes for EGT probes and reinstalled probes. (24) Installed new customer supplied right engine #5 cylinder EGT probe p/n: 2870. (25) Removed right engine alternator p/n: 649304, s/n: A609036. Installed new Hartzell Technologies alternator p/n: ALV-9610, s/n: H-T012148. Installed new alternator out sensor p/n: 9910094-4. Operational check satisfactory. (26) Installed new customer supplied left engine #5 EGT probe p/n: 2870. (27) Removed air-conditioning hydraulic manifold valve assembly. Installed new air-conditioning hydraulic system filter. Replaced banjo fitting o-rings at filter manifold valve assembly. Reinstalled manifold valve. Topped off hydraulic fluid.

The aircraft identified hereon was inspected in accordance with an ANNUAL INSPECTION, found to be in an AIRWORTHY condition and approved for return to service.

DATE: 5/15/2019

SIGNED:

J.R. Smith  
Certified Repair Station No. HO1R-199K

Work Order: 22342

Printed by EBis 3 (datcomedia.com)



IN  
SERVICERECORDING  
METER  
TIMEDESCRIPTION OF WORK PERFORMED—  
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORKMAKE: Cessna  
MODEL: 340A  
S/N: 340A-1265  
REG. NO: N155RP  
WORK ORDER: 22761

## Aerodyne Corporation

Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898DATE: 7/27/2020  
A/C TSN: 4479  
HOBBS: 4479

## Airframe Entries

(1) Completed Annual Inspection in accordance with manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43, Appendix D. (2) Completed left engine 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Compression check: #1-76/80, #2-60/80, #3-74/80, #4-76/80, #5-76/80, #6-60/80. Cleaned, gapped and tested spark plugs. Checked ignition timing. Cleaned engine. (3) Completed right engine 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Compression check: #1-76/80, #2-60/80, #3-76/80, #4-60/80, #5-70/80, #6-70/80. Cleaned, gapped and tested spark plugs. Checked ignition timing. Cleaned engine. (4) Completed left propeller 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Denicked blades. Serviced propeller hub with Aeroshell No. 6 grease. (5) Completed right propeller 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Denicked blades. Serviced propeller hub with Aeroshell No. 6 grease. (6) Complied with AD 82-28-05 "Rudder Balance Weight Rib" by inspection in accordance with the text of the AD and Cessna SIL ME82-8. Inspection due again in 100 hours. (7) Complied with AD 2000-01-16 "Detect and Correct Cracks in the Exhaust System" by inspection of the left and right engine exhaust systems in accordance with paragraphs (b), (c) and (e). Paragraph (b) due every 50 hours or 30 days whichever occurs later, paragraphs (c) and (e) due every 12 calendar months. (8) Complied with AD 2004-25-16 R1 by inspection of the Cabin Heater Fuel Pressure Regulator and Shut-off Valve. No leaks noted. Inspection due again in 100 hours. (9) Complied with 2016-17-08 Elevator Trim Tab Assembly Parts Attachment Hardware Security and found to be correct hardware. Inspection due again in 100 hours. (10) The ACK Model E-04, s/n: 022964 ELT system installed in this aircraft was inspected and tested according to the applicable ELT manufacturer's instructions and the requirements of 14 CFR 91.207 d) and was determined to be in an airworthy condition. ELT BATTERY EXPIRES APRIL 2024. (11) Inspected left and right propeller blade heaters. No defects noted. Cleaned both propeller bulkhead slip rings and inspected brushes. Performed operational check of blade heaters and found to be satisfactory. (12) Installed new RAM exhaust gas temperature probes on left and right engines. Installed serviceable RAM EGT Indicator p/n: 46158, s/n: 252943. Operational check satisfactory. (13) Cleaned and treated deice boots with Goodrich ShineMaster products for longevity. (14) Changed left engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Tempest AA48108-2 filter. Inspected removed filter. No contamination. Cleaned engine. Performed engine ground run. Operational and leak check satisfactory. (15) Installed new spark plug, left engine top #6 cylinder. (16) Installed serviceable left propeller spinner cap p/n: C-4563-P. (17) Removed, disassembled, cleaned and inspected left engine starter. Cleaned commutator and inspected brushes. Lubricated as necessary. Reinstalled starter. Operational check satisfactory. (18) Changed right engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Tempest AA48108-2 filter. Inspected removed filter. No contamination. Cleaned engine. Performed engine ground run. Operational and leak check satisfactory.

The aircraft identified hereon was inspected in accordance with an ANNUAL INSPECTION, found to be in an AIRWORTHY condition and approved for return to service.

DATE: 7/27/2020

SIGNED:

J.R. Smith  
Certified Repair Station No. HO1R-199K

Work Order: 22761

Printed by EBis 3 (datcomedia.com)

MAKE: Cessna  
MODEL: 340A  
S/N: 340A-1265  
REG. NO: N155RP  
WORK ORDER: 22887

## Aerodyne Corporation

Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898DATE: 11/20/2020  
A/C TSN: 4514  
HOBBS: 4514

## Airframe Entries

(1) Troubleshoot customer report that flaps are down one inch after flap motor stops running. Removed rear cabin seats and flooring to gain access to flap motor. Checked operation of limit switches. Repaired wiring at the flap selector switch. Operational check satisfactory. Reinstalled flooring and rear seats. (2) Installed new customer supplied CHT p/n: 2852 and EGT p/n: 2870 probes for #4 cylinder on the right engine. (4) Repaired propeller heat wiring on right propeller. (5) Serviced fixed oxygen bottle to 1800 psig with ABO. (6) Troubleshoot "during right engine ground run, right magneto had excessive magneto drop with engine analyzer indicating faults on cylinders 2 and 4." Found faulty spark plugs. Installed new bottom spark plugs on cylinder 2 and 4 URHB32E. Operational check satisfactory. (7) Installed new pilot's yoke mounted push to transmit switch p/n: MSPS103C2. Operational check satisfactory. (9) Polished left and right propeller spinners.

The article identified hereon was inspected and repaired in accordance with current Federal Aviation Regulations, was found to be airworthy for the work performed and is approved for return to service.

DATE: 11/20/2020

SIGNED:

J.R. Smith  
Certified Repair Station No. HO1R-199K

Work Order: 22887

Printed by EBis 3 (datcomedia.com)

TOTAL-Carry forward to next page



DATE

MAKE: Cessna  
MODEL: 340A  
S/N: 340A-1265  
REG. NO: N155RP  
WORK ORDER: 23164

**Aerodyne Corporation**

Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898

DATE: 9/1/2021  
A/C TSN: 4550.1  
HOBBS: 4550.1

**Airframe Entries**

(1) Completed Annual Inspection in accordance with manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43, Appendix D. (2) Completed left engine 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Compression check: #1-78/80, #2-73/80, #3-78/80, #4-73/80, #5-70/80, #6-71/80. Cleaned, gapped and tested spark plugs. Checked ignition timing. Cleaned engine. (3) Completed right engine 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Compression check: #1-76/80, #2-70/80, #3-58/80, #4-56/80, #5-74/80, #6-73/80. Cleaned, gapped and tested spark plugs. Checked ignition timing. Cleaned engine. (4) Completed left propeller 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Denicked blades. Serviced propeller hub with Aeroshell No. 6 grease. (5) Completed right propeller 100 hour inspection in accordance with the manufacturer's recommendations and a checklist conforming to Title 14 Code of Federal Regulations Chapter 43 Appendix D. Denicked blades. Serviced propeller hub with Aeroshell No. 6 grease. (6) Complied with AD 82-26-05 "Rudder Balance Weight Rib" by inspection in accordance with the text of the AD and Cessna SIL ME82-8. Inspection due again in 100 hours. (7) Complied with AD 2000-01-16 "Detect and Correct Cracks in the Exhaust System" by inspection of the left and right engine exhaust systems in accordance with paragraphs (b), (c) and (e). Paragraph (b) due every 50 hours or 30 days whichever occurs later, paragraphs (c) and (e) due every 12 calendar months. (8) Complied with AD 2004-21-05 "Cabin Heater Pressure Decay Check" by pressure decay check of the heater core and operational check of the air pressure switch. No defects noted. Heater hobs time on 8-9-21 is 687.0. (9) Complied with AD 2004-25-16 R1 by inspection of the Cabin Heater Fuel Pressure Regulator and Shut-off Valve. No leaks noted. Inspection due again in 100 hours. (10) Complied with 2016-17-08 Elevator Trim Tab Assembly Parts Attachment Hardware Security and found to be correct hardware. Inspection due again in 100 hours. (11) The ACK Model E-04, s/n: 022964 ELT system installed in this aircraft was inspected and tested according to the applicable ELT manufacturer's instructions and the requirements of 14 CFR 91.207 d) and was determined to be in an airworthy condition. ELT BATTERY EXPIRES APRIL 2024. (12) The left engine fire bottle, p/n: 30111102, s/n: 05227A1, was removed and sent to Aerospace Turbine Rotables. It was overhauled and filled with Halon under Work Order No. 172558. Reinstalled bottle. Next weight check due in five years or 08-2026. The squib, p/n: AE13083-5 was replaced with new AE13083-5. The squib service life is 96 months. The squib was installed new August 2021. Replacement is due August 2029. (13) The right engine fire bottle, p/n: 9910445-1, s/n: R363, was removed and sent to Aerospace Turbine Rotables. It was overhauled and filled with Halon under Work Order No. 172557. Reinstalled bottle. Next weight check due in five years or 08-2026. The squib, p/n: AE13083-5 was replaced with new AE13083-5. The squib service life is 96 months. The squib was installed new August 2021. Replacement is due August 2029. (14) Removed crew fixed oxygen bottle and sent to BFPE International. Oxygen bottle hydrostatic checked. Refilled bottle with ABO and reinstalled oxygen bottle. Next hydrostatic check due August 2026. (15) Installed new lower spark plug cylinder #4, left engine. (16) Installed new left and right brake pads and shims. (17) Installed new instrument air filter AM103435IA. (18) Changed left engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Tempest AA48108-2 filter. Inspected removed filter. No contamination. Cleaned engine. Performed engine ground run. Operational and leak check satisfactory. (19) Changed right engine oil and filter. Installed 10 quarts of Phillips 20W-50 oil and Tempest AA48108-2 filter. Inspected removed filter. No contamination. Cleaned engine. Performed engine ground run. Operational and leak check satisfactory. (20) Installed new engine air induction filter assembly P12-8156. (21) Installed new engine air induction filter assembly P12-8156. (22) Removed, disassembled, cleaned and inspected right brake caliper. Installed new piston o-rings. Reassembled, installed and bled brake system. (23) Installed new left and right wing root vacuum regulator filters. (24) Cleaned and treated deice boots with Goodrich Products.

The aircraft identified hereon was inspected in accordance with an ANNUAL INSPECTION, found to be in an AIRWORTHY condition and approved for return to service.

DATE: 9/1/2021

SIGNED:

Work Order: 23164

Denise Eaton  
Certified Repair Station No. HO1R-199K

Printed by EBis 3 (datcomedia.com)

MAKE: Cessna  
MODEL: 340A  
S/N: 340A-1265  
REG. NO: N155RP  
WORK ORDER: 23311

**Aerodyne Corporation**

Repair Station No. HO1R-199K  
5198 West Military Highway  
Chesapeake, VA 23321 USA  
Phone: (757) 488-2898

DATE: 1/12/2022  
A/C TSN: 4553.9  
HOBBS: 4553.9

**Airframe Entries**

(1) Troubleshoot customer report of inadequate propeller heat indication. Removed left and right propeller spinners and engine cowling nose bowls. Inspected brush blocks and wiring for left and right propellers. Found faulty connector on right propeller blade. Pin would not lock in connector. Installed new connector. Performed operational check of propeller heat. All blades heat and indicator shows satisfactory heat indication. Reinstalled cowlings and spinners.

The article identified hereon was inspected and repaired in accordance with current Federal Aviation Regulations, was found to be airworthy for the work performed and is approved for return to service.

DATE: 1/12/2022

SIGNED:

Work Order: 23311

J.R. Smith  
Certified Repair Station No. HO1R-199K

Printed by EBis 3 (datcomedia.com)



TOTAL TIME SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING V
--------------------------	---------------------------------------	--

**TOTAL** brought forward from previous page

DATE 10-01-21 AC HRS 4550.1 N 155122

I CERTIFY THAT THE ALTIMETER, ALTITUDE REPORTING AND STATIC  
SYSTEM TESTS REQUIRED BY CFR 91.411 HAVE BEEN PERFORMED.  
TESTS WERE PERFORMED TO 35,000 FT.

ALT. 10-01-21 DATE

ENCODER 10-01-21 DATE

STATIC SYSTEM 10-01-21 DATE

THIS 6TX 345 TRANSPONDER S/N 3E6021940  
HAS BEEN TESTED AND FOUND TO BE IN COMPLIANCE WITH THE  
REQUIREMENTS OF CFR 91.413(PART 43 APP F).

DATE 10-01-21

SIGNED Ronald W. Culpepper  
INSPECTOR

BAY AVIONICS, LTD. HM1R197K