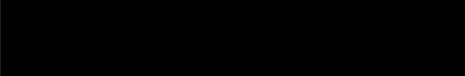


Engine		page 1 of 1
N590DB	P & W, R-985-AN-14B, S/N: 24361	May 15, 2024
1. Inspected as much of engine as possible before noting problems with #2 cylinder. 2. Propeller stops rotating when #1 cylinder is brought to the #1/#2 cylinder. Able to pull propeller past impediment with effort. Removed all rocker covers and checked rocker valve clearances visually. Loosened several rocker arms and inspected for damage. Nothing amiss noted at valve covers or at any portion of the visible valve train. Inspected interior of #1 and #1 cylinders with inconclusive results. Removed #1 cylinder to visually inspect power train with nothing abnormal appearing. Issue persists with #1 cylinder removed. Removed #2 cylinder with difficulty. Noted Piston not retracting from full upward travel. Removed piston with mild difficulty and noted 4 of 6 rings collapsed and nonfunctioning. Piston and cylinder walls undamaged however coated with combustion by-products. No metal or debris noted in oil when drained and oil screen is clean. With respect to the work performed, this engine is approved for return to service. Details of work performed are on file with Sitka Aircraft & Support Services, LLC under work order: 3112. Scott Harris A&P 		

Propeller		page 1 of 1
N590DB	Hartzell, HC-B3R30-4B, S/N: EM106	May 15, 2024
HC-B3R30-4B Propeller PN: HC-B3R30-4B, SN: EM106, TT HOBBS: 10144.9 As part of the Annual Inspection of N590DB this propeller has been serviced IAW placarded instructions and inspected IAW FAR 43, Appendix D for a 100-hour inspection and found to be in an airworthy condition at this time. With respect to the work performed, this propeller is approved for return to service. Details of work performed are on file with Sitka Aircraft & Support Services, LLC under work order: 3112. Scott Harris A&P 		

Airframe		page 1 of 1
N590DB HOBBS: 1424.9	DEHAVILLAND-KENMORE, DHC-2, S/N: 1412 TTSN: 11504.9	May 15, 2024
Following the above listed repairs, alterations and installations, this aircraft has undergone an Annual Inspection using a checklist compliant with the scope and detail of 14CFR 43(d) and has now been determined to be in an airworthy condition at this time.		
Scott Harris IA 		

Engine		page 1 of 1
N590DB	P & W, R-985-AN-14B, S/N: 24361	May 15, 2024
Following the above listed repairs and installations this engine was serviced with Aeroshell W100 oil and a comprehensive 100-hour inspection conducted to include verification of all cylinder compressions, engine to magneto timing and general servicing per 14 CFR 43(d) and has been determined to be in an airworthy condition at this time.		
Scott Harris A&P 		

Engine		page 1 of 2
N590DB	P & W, R-985-AN-14B, S/N: 24361	May 15, 2024
1. Complied with AD 78-08-07 by visual inspection of each cylinder head for cracks IAW P&W SB 1785 Part "B". 1 cylinder removed for indications listed in AD and replaced with new P&W R985 assembly. 2. Installed overhauled magneto PN SB9RU-3 SN: B40651 at right position. Verified proper "P" lead orientation and timed magneto to engine per P&W R985 Maintenance Manual. Cleaned contacts at brush block and installed. Operational checks to be accomplished at finish of all maintenance. 3. Removed brush block from left magneto and cleaned all contact points. Checked E gap and verified magneto properly timed to engine IAW P&W Maintenance Manual. 4. Reinstalled cylinder #1 previously removed for troubleshooting and internal engine inspection. Installation carried out IAW P&W Maintenance Manual. 5. Remove #7- and #2-cylinder assemblies, packaged for shipping and shipped to ANC for evaluation/overhaul/repair. 6. Installed overhauled R985 "Top" cylinder assembly PN 399353, SN 252858615 at the #2 position. Installation accomplished IAW P&W Maintenance Manual and installed using new O-rings and gaskets. 7. Installed overhauled R985 "Top" cylinder assembly PN 399353, SN DT69111 at the #7 position. Installation accomplished IAW P&W Maintenance Manual. 8. Reinstalled exhaust system previously removed for cylinder replacement. Installed existing "blow-proof" exhaust gaskets installed on engine by STC. Installed exhaust system with new hold-down nuts and verified security at each cylinder. Reinstalled all intake tubes previously removed with new gaskets at flange and induction housing. Installed intake using new hardware at each cylinder flange. Routed all fuel primer lines through forward baffle and secured at each cylinder. Checked primer system and found no leaks. 9. Installed heat system shroud at exhaust and completed installation of upper induction. Installed new rod end at carb heat intake and verified proper operation. Secured "pie plate" to upper induction using new		

Engine		page 2 of 2
hardware and checked security of all engine controls. Verified pal nuts installed at all removed cylinders and secured inter cylinder baffle couplings with new hardware. Safety wired inter cylinder baffle attachments at all places. 10. Checked and adjusted as required all cylinder valve clearances IAW PWA R-985, R-1340 Maintenance Manual Section 6. 11. Removed pushrods from #7 cylinder, verified integrity of each and installed both IAW PWA Maintenance Manual R-985, R-1340. Freed stuck rocker arm and adjusted valve clearances per Chapter 6 of the same manual. 12. Clean valve covers of old gaskets and reinstall covers at each cylinder using new gaskets and hardware. With respect to the work performed, this engine is approved for return to service. Details of work performed are on file with Sitka Aircraft & Support Services, LLC under work order: 3144.		
Scott Harris A&P		