

Maintenance Transaction Report

This Maintenance Transaction Report is solely for (Check One)



☒ Airframe Entries

☐ Engine #1 S/N _____

☐ Engine #2 S/N _____

☐ APU S/N _____

☐ Other _____

A/C Serial No.	A/C Registration No.	Date	City Identifies	Total A/C Hours	Total Engine Hours SMOH		Total Prop Hours SMOH		Hobbs
					No. 1	No. 2	No. 1	No. 2	
340-214	N247AT	01/02/17		8304.3	1	2	1	2	1582.9

Transaction No.	Type	Item Name	Position	Installed Vendor Part Number	Installed Serial Number	Removal Reason	Installed Part Status
1	2	ANNUAL INSPECTION					
2							
3							
4							
5							
6							
7							
8							
9							
10							



Type Transaction
 1. Component Change
 2. Inspection Accomplished
 3. Service Bulletin Accomplished
 4. Airworthiness Directive Accomplished

Detail Method of Compliance Under Comments Below

W - Worn to Limit
 S - Scheduled
 U - Unscheduled
 O - Other (Note Below)



N - New
 R - Repaired
 S - Serviceable
 O - Overhauled

Date	Transaction	Comments
January 2, 2017	Annual Inspection	Hobbs: 1582.9 N247AT Aircraft inspected IAW appendix D of FAR Part 43 for an annual inspection, Landing Gear cycled and emergency extension checked, Lubricated all controls and hardware as Required, ELT inspected IAW FAR 91.207 (d), next battery due August 2016, replaced all o-rings on fuel caps, C/W AD 2000-01-16 (b) due @ 1591.0, (c) complied with by inspection, next due 100 hrs TIS (1682.9) or 12 months, C/W (e) by inspection, next due 100 hrs TIS (1682.9) or 12 months, (d) due @ 1731, Checked bi-weekly AD Summary thru 2017-01. I certify that this aircraft has been inspected IAW an Annual inspection and found to be in an airworthy condition. END <i>[Signature]</i> Max H. Stenger Jr. A&P _____ IA

I certify that the above other approved data,

Date, and/or

Maintenance Transaction Report

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☐ Airframe Entries

☒ Engine #1 S/N 509505

☐ Engine #2 S/N _____

☐ APU S/N _____

☐ Other _____

A/O Serial No.	A/C Registration No.	Date	City Identifier	Total A/C Hours	Total Engine Hours SMOH No. 1 No. 2	Total Prop Hours SMOH No. 1 No. 2	Hobbs
340-214	N247AT	11-22-77		8328.9	1401.9 2		1607.5

Transaction No.	Type	Item Name	Position	Installed Vendor Part Number	Installed Serial Number	Removal Reason	Installed Part Status
1		STARTER ADAPTER	LH	642085A4	46300	U	R

Type Transaction
1. Component Change
2. Inspection Accomplished
3. Service Bulletin Accomplished
4. Airworthiness Directive Accomplished

Detail Method of Compliance
Under Common to Bolo

Worn to Limit
S - Scheduled
U - Unscheduled
O - Other (Note Below)

N - New
R - Repaired
S - Salvaged
O - Overhauled

Discard for Other Maintenance Record (Including Test or Calibration Dates Removed S/Ns Etc.)

REMOVE STARTER ADAPTER, SENT FOR REPAIR, REINSTALLED AFTER OVERHAUL -
END

I certify that the above stated maintenance and/or inspection was performed in accordance with the current regulations of the Federal Aviation Administration as appropriate, and/or other approved data. The aircraft identified above is presently airworthy and approved for return to service.

Signature [Signature] Certificate No. _____

Maintenance Transaction Report

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☐ Airframe Entries

☒ Engine #1 S/N 509505

☐ Engine #2 S/N _____

☐ APU S/N _____

☐ Other _____

A/O Serial No.	A/O Registration No.	Date	City Identifier	Total A/O Hours	Total Engine Hours SMOH	Total Prop Hours SMOH	Hobbs
340-2H	N247AT	02/01/17		8304.3	No. 1 1377.3 No. 2	No. 1 No. 2	1582.9
Transaction No.	Type	Item Name	Position	Installed Vendor Part Number	Installed Serial Number	Removal Reason	Installed Part Status
1		TURBOCHARGER		2060-1-DH	YK 033273	N	O
1		GASKET		649960			
1		GASKET		653006			
1		COUPLER-THROTTLE BODY		1125-4			

	Type Transaction 1. Component Change 2. Inspection Accomplished 3. Service Bulletin Accomplished 4. Airworthiness Directive Accomplished	Date/ Method of Compliance Under Certificate Below	W-Work to Limit S-Scheduled U-Unscheduled O-Other (Note Below)		N-New R-Repaired S-Servicable O-Overhauled
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REMOVE LEFT HAND TURBOCHARGER DUE TO BEARING FAILURE, INSTALL
 RAM OVERHAULLED TURBO GASKETS AND COUPLER THROTTLE BODY/TURBO,
 PRE-OILED TURBO AND RAN UP ENGINE. ALL PRESSURES AND TEMPS NORMAL -
 REINSTALL CONDUIT AND READY FOR FLIGHT. END



I certify that the above stated maintenance and/or inspection was performed in accordance with the current regulations of the Federal Aviation Administration as appropriate, and/or other approved data. The aircraft identified above is presently airworthy and approved for return to service.

Signature _____ Certificate No. _____

Maintenance Transaction Report

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☐ Airframe Entries

☒ Engine #1 S/N 509505

☐ Engine #2 S/N _____

☐ APU S/N _____

☐ Other _____

A/O Serial No.	A/O Registration No.	Date	City Identifier	Total A/O Hours	Total Engine Hours SMOH No. 1 No. 2	Total Prop Hours SMOH No. 1 No. 2	Hobbs
340-214	N247AT	01/02/17		8304	626 2	1	1582.9

Transaction No.	Type	Item Name	Position	Installed Vendor Part Number	Installed Serial Number	Removal Reason	Installed Part Status
2		ANNUAL INSPECTION					
1		OIL FILTER	LH	AA48108-2			

Type Transaction
1. Component Change
2. Inspection Accomplished
3. Service Bulletin Accomplished
4. Airworthiness Directive Accomplished

Detail Method of Compliance
Under Comments Below

W-Worn to Limits
S-Scheduled
U-Unscheduled
O-Other (Note Below)

N-New
R-Repaired
S-Servicable
O-Overhauled

January 2, 2017

Hobbs: 1582.9

N247AT

Annual Inspection RH Engine 626 SMOH

Engine inspected IAW appendix D of FAR Part 43 for an annual inspection, compression ck'd, 1)65/80, 2)60/80, 3)58/80, 4) 62/80, 5) 66/80, 6) 60/80. Inspected oil filter, replaced with AA48108-2, Exhaust system inspected IAW AD 2000-01-16. Checked Bi-Weekly AD summary thru 2017-01. I certify that this engine has been inspected IAW an Annual inspection and found to be in an airworthy condition. END

Max H. Stenger Jr.

I certify that the above stated maintenance and/or inspection was performed in accordance with the current regulations of the Federal Aviation Administration as appropriate, and/or other approved data. The aircraft identified above is presently airworthy and approved for return to service.

Signature

Certificate No.

Maintenance Transaction Report

This Maintenance Transaction Report is solely for (Check One)

☐ Airframe Entries

☐ Engine #1 B/N

☒ Engine #2 B/N

521183

☐ APU B/N

☐ Other

A/O Serial No.	A/O Registration No.	Date	City Identifier	Total A/O Hours	Total Engine Hours SMOH	Total Prop Hours SMOH	Hobbs
340-214	N247AT	01/02/17		8304.3	No. 1 No. 2 1376	No. 1 No. 2	1582.9

Transaction No.	Type	Item Name	Position	Installed Vendor Part Number	Installed Serial Number	Removal Reason	Installed Part Status
2		ANNUAL INSPECTION					
1.		OIL FILTER		AA48108-2			

Type Transaction

1. Component Change

2. Inspection Accomplished

3. Service Bulletin Accomplished

4. Airworthiness Directive Accomplished

Detail Method of Compliance Under Continuing Airworthiness

W-Work to Limit

S-Scheduled

U-Unscheduled

O-Other (Note Below)

N-New

R-Repaired

S-Servicable

C-Continued

January 2, 2017 *RH (MRE)* Hobbs: 1582.9 N247AT

Annual Inspection of Engine 1376 SMOH

Engine inspected IAW appendix D of FAR Part 43 for an annual inspection, compression ck'd, 1)70/80, 2)60/80, 3)70/80, 4) 62/80, 5) 76/80, 6) 70/80. Inspected oil filter, replaced with AA48108-2, Exhaust system inspected IAW AD 2000-01-16. Checked Bi-Weekly AD summary thru 2017-01. I certify that this engine has been inspected IAW an Annual inspection and found to be in an airworthy condition. END

Max H. Stenger Jr.

I certify that the above stated maintenance and/or inspection was performed in accordance with the current regulations of the Federal Aviation Administration as appropriate, and/or other approved data. The aircraft identified above is presently airworthy and approved for return to service.

Signature _____ Certificate No. _____



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☐ Airframe Entries

☐ Engine #1 S/N

☐ Engine #2 S/N

☐ APU S/N

☐ Other

AVC Serial No.	AVC Registration No.	Date	City Identifies	Total AVC Hours	Total Engine Hours SMOH		Total Prop Hours SMOH		Hobbs
340-214	N247AT	11/12/14		8264.4	No. 1	No. 2	No. 1	No. 2	1543.0

Transaction No.	Type	Item Name	Position	Installed Vendor Part Number	Installed Serial Number	Removal Reason	Installed Part Status		
1		Propeller Annual	L						
2		Inspection							
3									
4									
5									
6									
7									
8									



Type Transaction

1. Component Change
2. Inspection Accomplished
3. Service Bulletin Accomplished
4. Airworthiness Directive Accomplished

Detail Method of Compliance Under Comments Below

W - Worn to Limits

- S - Scheduled
U - Unscheduled
O - Other (Note Below)



- N - New
R - Repaired
S - Serviceable
O - Overhauled

This Space For Other Maintenance Comments Including Test or Calibration Dates, Removed S/N's, Etc.

Propeller annual inspection completed IAW the scope and detail of Appendix B of FAR Part 43. AB Biweekly summary checked thru to current 2014-24. I certify that this propeller has been inspected IAW an annual inspection and was determined to be in airworthy condition. CNO.

I certify that the above stated maintenance and/or inspection was performed in accordance with the current regulations of the Federal Aviation Administration as appropriate, and/or other approved data. The aircraft identified above is presently airworthy and approved for return to service.

Signature

Certificate No.

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☐ Engine #1 S/N

☐ Engine #2 S/N

☐ APU S/N

☐ Other

A/C Serial No.	A/C Registration No.	Date	City Identifies	Total A/G Hours	Total Engine Hours SMOH	Total Prop Hours SMOH	Hobbs
340-214	N247AT	6/20/14		8241.10	No. 1 No. 2	No. 1 No. 2	1539.7

Transaction No.	Item Name	Position	Installed Vendor Part No.	ALTITUDE ENCODER RECORD	DATE	ALTITUDE ENCODER RECORD	DATE																																																																																																																																																																																																																																																				
1	ATC TRANSPONDER TEST			ALTITUDE ENCODER MAKE: <u>114507</u> MODEL: <u>59</u> ENCODER MAKE: <u>united</u> MODEL: <u></u> BAROMETRIC SCALE Pressure altitude difference tolerance +/- 25 ft. <table border="1"> <tr><th>Pressure</th><th>Altitude</th><th>Difference</th></tr> <tr><td>28.10</td><td>-1727</td><td>1730</td></tr> <tr><td>28.50</td><td>-1340</td><td>1340</td></tr> <tr><td>29.00</td><td>-863</td><td>863</td></tr> <tr><td>29.50</td><td>-392</td><td>392</td></tr> <tr><td>29.92</td><td>0</td><td>0</td></tr> <tr><td>30.50</td><td>531</td><td>530</td></tr> <tr><td>30.90</td><td>893</td><td>893</td></tr> <tr><td>30.99</td><td>974</td><td>974</td></tr> </table> ALTITUDE ALTITUDE <table border="1"> <tr><th>ALTITUDE</th><th>+/-</th><th>Error</th></tr> <tr><td>-1000</td><td>20</td><td>10</td></tr> <tr><td>0</td><td>20</td><td>10</td></tr> <tr><td>500</td><td>20</td><td>10</td></tr> <tr><td>1000</td><td>20</td><td>10</td></tr> <tr><td>1500</td><td>25</td><td>10</td></tr> 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The transponder tests and inspection required by FAR 91.413 were performed this date and found to comply with FAR 43, Appendix F.

Make: King Model: Ki 76A S/N: 50609

I certify that the static pressure systems and each automatic pressure altitude reporting system tests as required by FAR 91.411 (a) and 91.217 (b) have been performed I.A.W. FAR 43 Appendix E, Paragraph (a), (c).

1. The static pressure system was tested on 06-20-14 (Date)

2. The automatic pressure altitude reporting system was tested to:

30,000 Ft. on 06-20-14 (Date)

Details of this inspection are on file at this facility under Work Order number: 114507

Date: 06-20-14 Inspected by: [Signature]

Custom Avionics
418 Bartow Municipal Airport
Bartow, FL 33830
Repair Station # TK4R547M

TKR Certification

I certify that the above stated maintenance and/or inspection was performed in accordance with the current regulations of the Federal Aviation Administration as appropriate, and/or other approved data. The aircraft identified above is presently airworthy and approved for return to service.

Signature

Certificate No.

CUSTOM AVIONICS:
TK4R547M
418 Bartow Municipal Airport
Bartow, FL 33830

TECH:

DATE:

AVIONICS WORK ORDER

Page 1 of 1

Custom Avionics
418-S Bartow Municipal Airport
Bartow, FL 33830
FAA CRS# TK4R547M
863-533-1575

Date : Nov. 14, 2011
Work Order No : 113637
P/O No. :

Terms : Due on receipt
Please pay from this invoice
No statement will be sent

Customer:
John Shannon
[REDACTED]
Lakeland, FL 33813
[REDACTED]

Aircraft Make : Cessna
Model : 340
Serial No. : 3400214
Reg. No. : N247AT

Equipment: King KT76A Transponder s/n 50609, Aerosonic 42540-2114 encoding altimeter s/n 480

Reported Problem/Service Requested: IFR certification.

Preliminary Inspection Condition: Good.

Hidden Damage: None.

Problem Found/Work Perform: Completed 24 month altimeter, encoder, transponder and static system check per FAR 43 Appendix E and F and Per FAR 91.413 and 91.411 on this date 11/14/11.

This equipment was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service.
CERTIFIED REPAIR STATION NO. TK4R547M

Tech. [REDACTED]

Final Inspection [REDACTED]

Name <u>John Shannon</u>	Make <u>CESNA</u>	<u>N 247AT</u> WO# <u>13637</u> Date <u>NOV 9 2011</u> Tach Time
Address <u>[REDACTED] STEZ Dr.</u>	Model <u>340</u>	
<u>Lake Land FL. 33813</u>	Serial # <u>8400214</u>	
Phone <u>[REDACTED]</u>	Volts	

[illegible]

EXPLAIN ANY UNUSUAL TIME DELAY

Hidden Damage

Completed 24 Month Attimeter Encoder Transponder
and Static System Check Per FAR 43 Appendix E and F
and Per FAR 91.413 and 91.411 on this date 11/14/11

CERTIFIED REPAIR STATION NO. TK4R547M

Date _____

Flight Test to accomplish the tasks listed above. X _____ Date _____

Gave log book stickers
to Harry Stenger

Lindberg Joshua

From: Harry Stenger [REDACTED]
Sent: Wednesday, February 21, 2018 7:11 AM
To: Lindberg Joshua
Subject: Re: NTSB Request - N247AT maintenance records

the avionics shop went out of business, i didn't follow up on the IFR cert, i relayed to the shop that i had fixed the leak in the static system and replaced the altimeter.

Harry Stenger
AP [REDACTED] IA

Aero Fabrication & Restoration, Inc.

[REDACTED]
Bartow, Fl. 33830
[REDACTED]

-----Original Message-----

From: Lindberg Joshua [REDACTED]
To: spitfl [REDACTED] >
Sent: Tue, Feb 20, 2018 4:24 pm
Subject: NTSB Request - N247AT maintenance records

Mr. Stenger,

Looking through the maintenance logs and the most recent IFR certification I can find is dated 6/20/14 by Custom Avionics. Do you know if there was another IFR certification completed since then and do you have any record of it? You mentioned that an IFR certification had been completed around 6/15/15 when the altimeter was changed, but I cannot find any record of it.

Thank you,

Josh Lindberg
Air Safety Investigator
National Transportation Safety Board
[REDACTED]

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