

Beech 200	Chronos Aviation LLC	20 Aug, 2020
N198DM	Beechcraft Service Center	WO: CW-0260
S/N: BB-1198	Rockford International Airport-Rockford, IL 61109	ACTT: 8018.9
	FAA Approved Repair Station No. E81R759X	LDGS: 6360

- Installed 3 new switches, P/n: MS25253-1, in Flap position select switch. Operational check good. MM 27-50-01
- Installed LT aux outboard fuel level sender, P/n: 100-380006-169 S/n: 9427, and RT aux inboard fuel level sender, P/n: 100-380006-151 S/n: 0110. Both overhauled by Tech-Aire Instruments Inc. CRS# OQ2R066L. Replaced connector modules, P/n: M81714/2-DC1, as required. Performed Empty Tanks calibration per MM 28-40-00. Repaired 1 wire at RT fuel gauge connector. Refueled aircraft, leak checks good.
- Adjusted RT ice vane door retracted switch for proper operation. MM 30-20-05-2
- Re-seated 'pushed pin' on control data bus, for radar. Ground operational check good I/A/W Garmin GTN 6XX / 7XX part 23 AML STC IM 190-01007-A3.

The aircraft identified was repaired and inspected in accordance with current regulations of the FAA and is approved for return to service with respect to the work performed. Pertinent details of the repair are on file at this Repair Station under Work Order No. CW-0260 dated 8/12/2020.

Signed: _____

Chronos Aviation LLC
Greater Rockford Airport, Rockford, IL 61109
F.A.A. Approved Repair Station No. E81R759X/EASA. 145.4811

PRE/POST MAINTENANCE CHECKLIST

PRE/POST MAINTENANCE CHECKLIST CHRONOS AVIATION GENERAL VISUAL INSPECTION ONLY

For use on aircraft with 19 seats or less

Certified Repair Station E81R759X

Customer: BOMAC Air

AC Model: B200

S/N: BB1198

Reg #: N198DM

Work Order #: CW-260

EXTERIOR	PRE	POST	CONDITION COMMENTS
Landing Gear			
Tires/Pressure			worn - ok
Propellers			
Intake/Exhaust			
LH Wing/ Nacelle			dents in hot lip - loose patch on center de-ice boot
RH Wing/ Nacelle			
Fuselage/ Antennas			
Static Wicks			
Pitot Static Ports Clear			
Windows			scratches esp 2L, 5L, 5R
Tail			
Paint			
Consumables	N/A	N/A	
INTERIOR	PRE	POST	CONDITION COMMENTS
Carpet			Pulling apart on seat skirts, edges pulled up all over in baggage
Seats/Seatbelts			worn - scratches on cabin 2 LT. crew worn - sheepskin worn out - frame paint worn cabin 3 RT scratches arm rest
Headliners/ Sidewalls			
Windows			scratches
Protective covering Installed/Removed			
Cabinets			scratches all over
Cockpit/Flight Controls			gust lock installed - not reefer
Log Books	N/A		
Pilot Operating Handbook			check fire drawer
Airworthiness Registration			Registration appears to have expired

1018.9 flt log

M-104B REV 0, 3/5/2014

CHRONOS AVIATION FORM, M-106, PANEL REMOVAL AND INSTALLATION RECORD

Customer Order#: CAC0239		Documented on W/O#: CW-0260		S/N: BB1198		REG#: N198DM		Date Initiated: 8/17/20				
PANEL #	GENERATED BY	REMOVED BY (TECH)			OK TO INSTALL (INSP)	INSTALLED BY (TECH)			(TECH) SEALED BY (Only N/A if sealant not required)			(INSP) FINAL INSPECTION
	Task Card, Talley or NRI#	Initials	Emp#	Date	Stamp & Date	Initials	Emp#	Date	Initials	Emp#	Date	Stamp & Date
	4/H Aux Fuel sensor Panel			8-17-20	 8/20			8/20				 8/20
	4/H Aux fuel tank Panel			8-17-20	 8/20			8/20				 8/20
	4/H Maceller fuel probe Panel			8-17-20	 8/18			8/20				 8/20
	2/H Aux Fuel sensor Panel			8-17-20	 8/20			8/20				 8/20
	2/H Aux Fuel tank Panel			8-17-20	 8/20			8/20				 8/20
	4/H Maceller Fuel Probe Panel			8-18-20	 8/20			8/20				 8/20

M-104B REV 0, 3/5/2014

MAINTENANCE WORK CARD

Chronos Aviation

55210

Rockford, IL 61109

CRS# E81R759X CO _____

WO CW-0260

OP 004

ACFT: KA200	REG: N198DM	S/N: BB-1198	ATA: 27	ZONE:	STATION: KRFD
INITIATED BY: Fulle		DATE: 8/12/2020		GEN BY:	
DISCREPANCY: FLAPS TRAVEL TO FULL DOWN INTERMITTENT					

RECOMMENDED ACTIONS	LEAD Fulle	HRS 3	CUSTOMER
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MAINTENANCE ACTIONS:	TECH/DATE	INSP/DATE
① Performed multiple cycles of flaps, both quickly and slowly moving flap switch. Could not duplicate intermittent fault on ground. Lubricated flap limit switches as req. No further action at this time.	08/17/2020	17/Aug/20
② Upon Customer request, Microswitches in handle for flap to be replaced.	08/19/2020	19/Aug/20
③ Removed Flap handle and Electroluminescent Panel per Beechcraft King Air 200 AMM 76-10-11.	08/19/2020	19/Aug/20
③ Replaced up switch, down switch and warning horn switch inside of Flap handle per Beechcraft King Air 200 AMM 20-01-00.	08/19/2020	19/Aug/20
④ Ok to install	08/19/2020	19/Aug/20
⑤ Reinstalled Flap handle and Electroluminescent Panel per Beechcraft King Air 200 AMM 76-10-11. Wired Flap switch IAW Beechcraft King Air 200 Wiring Diagram 27-51-02-00E Ops check good no further Action required.	08/19/2020	19/Aug/20

Part#	NOMENCLATURE	POSITION	PO#	S/N OFF	S/N ON
MS25253-1	Switch	up		NSN	NSN
MS25253-1	Switch	down		NSN	NSN
MS25253-1	Switch	Warning Horn		NSN	NSN

RII?	Y	(N)	Calibrated Tools Used	M-104A Attached?	LEAD REVIEW	FINAL INSP REVIEW
MDR/SDR?	Y	(N)		Y	8/20/20	19/Aug/20
Major Repair?	Y	(N)		# of Pages		

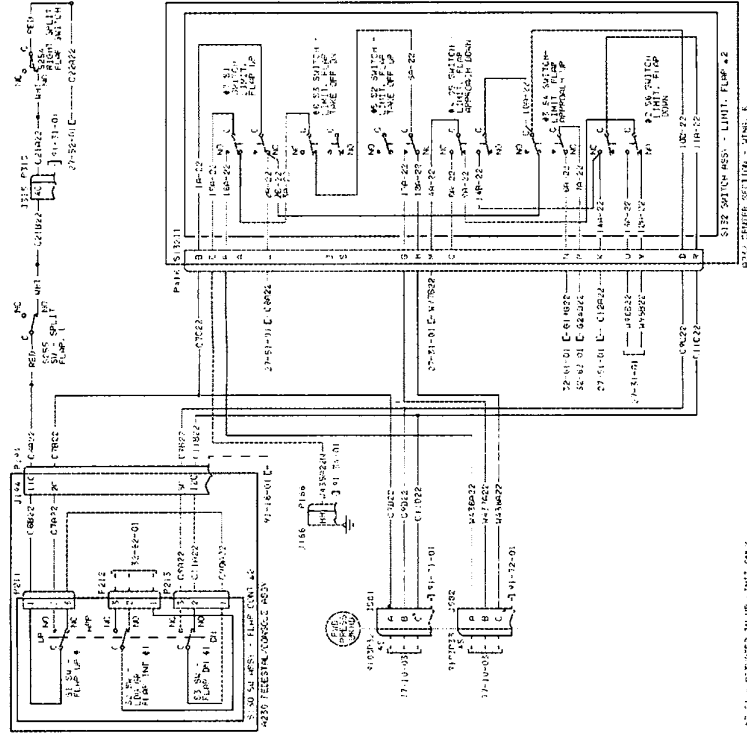
M-104B REV 0, 3/5/2014

FLAP ASSEMBLY - DESCRIPTION AND OPERATION

1. Description

- A. The flaps, two on each wing, are driven by an electric motor through a gearbox mounted on the forward side of the rear spar on the centerline of the fuselage. The motor incorporates a dynamic braking system, through the use of two sets of motor windings, which helps to prevent overtravel of the flaps. The gearbox drives four flexible drive shafts connected to a jackscrew actuator at each flap. A safety mechanism for each pair of flaps is provided to disconnect power to the electric motor in the event of a failure which would cause any flap to be approximately three to six degrees out-of-phase with the other flaps.
- A. Flap Operation(BB-2 thru BB-1438, BB-1440 thru BB-1443; BT-1 thru BT-34; BL-1 thru BL-138 and BN-1 thru BN-4)
 - (1) The flaps are operated by a sliding switch lever located just below the condition levers on the pedestal. Flap travel, from 0% (fully up 0°) to 100% (fully down 35°) is registered in percentage on an electric indicator at the top of the pedestal forward of the power levers. The indicator is operated by a potentiometer driven by the right inboard flap. Any of the three flap positions, UP, APPROACH or DOWN may be selected by moving the flap selector lever up or down to the selected switch position indicated on the pedestal. A side detent provides for quick selection of the APPROACH position (40% flaps). From the UP position to the APPROACH position, the flaps cannot be stopped at an intermediate point. Between the APPROACH position and DOWN, the flaps may be stopped as desired by moving the handle to the DOWN position until the flaps have moved to the desired position, then moving the flap handle back to APPROACH. In like manner, the flaps may be raised to any position between DOWN and APPROACH by raising the handle to UP until the desired setting is reached, then returning the handle to APPROACH. The APPROACH detent acts as a stop for any position greater than 40% (Ref. Figure 2).
 - (2) Moving the flap handle out of the UP position renders the landing gear warning horn silence function inoperative (Ref. 32-60-19, 501). With the flap handle out of the UP position, the landing gear warning horn can be silenced only by lowering the landing gear or advancing the power levers. A second approach position switch will cause the warning horn to sound continuously when the flaps are lowered beyond the approach position until the landing gear is extended, regardless of the power lever setting.
- B. Flap Operation(BB-1439, BB-1444 and After; BT-35 and After; BL-139 and After; BN-5 and After; BY-1 and After; BZ-1 and After)
 - (1) The flaps are operated by a sliding switch lever located just below the condition levers on the pedestal. Flap travel, from 0% (full up 0°) to 100% (full down 35°) is registered in percentage on an electric indicator at the top of the pedestal forward of the power levers. The indicator is operated by a potentiometer driven by the right inboard flap. Any of the three flap positions, UP, APPROACH or DOWN may be selected by moving the flap selector lever up or down to the selected switch position indicated on the pedestal. The flaps cannot be stopped in-between any of the three positions. A side detent provides for quick selection of the APPROACH position (40% flaps) (Ref. Figure 2).
 - (2) The landing gear warning system is effected by the position of the flaps (Ref. 32-60-00, 001). Anytime the flaps are set in the approach position and the landing gear is not extended or the power levers are not advanced, a warning horn will sound until the gear is extended or the power levers are advanced or the flaps are retracted.
- C. Flap Electrical Circuits
 - (1) The flap motor power circuit is protected by a 20-ampere flap motor circuit breaker (placarded FLAP MOTOR) located on the left circuit breaker panel below the fuel control panel. A 5-ampere circuit breaker, placarded FLAP CONTROL, for the control circuit is also located on this panel. This circuit also provides power for the flap position indicator and the split-flap safety mechanism (Ref. Figure 2).
- D. Flap Flexible Drive Shafts
 - (1) In addition to the part numbers used to identify the flap flexible drive shafts, Textron Aviation Inc. uses red and green color bands to indicate the direction of internal cable twist or lay. A red band indicates a right lay cable (right outboard and left inboard). A green band indicates a left lay cable (left outboard and right inboard). The rear-mounted drive shafts at the flap gearbox drive the outboard actuators; the forward-mounted drive shafts drive the inboard actuators (Ref. Figure 1).
- E. Flap Safety Mechanism
 - (1) Airplanes BB-2 through BB-424 and BT-1 thru BT-4 are equipped with a fuse block, split-flap protection system for each pair of flaps. A small cable threaded through holes in the inboard arm and shaft is connected to a fuse. The safety mechanism is designed so the cable will pull the fuse from the fuse block above the arm any time the arms are not synchronized within approximately three to six degrees (Ref. Figure 3).

Beechcraft Corporation
MODEL B200, B200T, B200C, B200CT & B200GT WIRING DIAGRAM MANUAL



- * 51 - ACTIVATED IN UP LIMIT OR A
- * 53 - ACTIVATED FROM 10" BELOW UP LIMIT TO IN LIMIT
- * 55 - DEACTIVATED FROM 55" TO DOWN LIMIT
- * 56 - DEACTIVATED FROM APPROACH POSITION TO DOWN LIMIT
- * 57 - ACTIVATED FROM UP LIMIT TO 4.5 INCH BELOW 55" POSITION IN UP LIMIT
- * 58 - ACTIVATED IN DOWN CONTROL POSITION IN UP CONTROL
- * 59 - ACTIVATED IN UP CONTROL POSITION IN DOWN

NOTE: CIRCUIT SHOWN IN DOWN (FLAP FLUP) LIMIT POSITION.

FLAP DRIVERS ELECTRICAL CONTROL

PK276
03422184

TORQUE APPLICATION - MAINTENANCE PRACTICES

1. Torque Requirement For Control Systems

Tightening bolts, nuts and screws used in control systems and other mechanisms using standard torques would cause binding or interfere with the proper operation of parts. On such applications the assembly shall be secure; but not tight enough to cause binding.

2. Nut and Bolt Tightening Information and Standard Torque Values

All threaded fasteners (except where used on control systems) should be tightened to a standard torque value shown in Table 201 and Table 202. When the installation situation requires a higher or lower torque value than standard, that torque value will be specified in the installation procedure. Threads of nuts and bolts to be torqued must be clean and free of all lubricants and compounds unless otherwise specified. The loss of normal friction by contamination may result in overtightening.

NOTE: Torque wrenches should be exercised before they are used.

Table 201. Fine Thread Series, Class 3, Cadmium Plated and Non-lubricated (Except as Noted)

Size	Torque Limits Recommended for Installation(Inch-Pounds)				Maximum Allowable Tightening Torque(Inch-Pounds)			
	Column 1		Column 2		Column 3		Column 4	
	MS20365 & AN310 Nut (Tension)	MS21042 Dry-Film Lub Nut (Tension)	MS20364 & AN320 Nut (Shear)	MS21245 Dry-Film Lub Nut (Shear)	MS20365 & AN310 Nut (Tension)	MS21042 Dry-Film Lub Nut (Tension)	MS20364 & AN320 Nut (Shear)	MS21245 Dry-Film Lub Nut (Shear)
5/32-36	12-15	*	7-9	—	20	*	12	—
3/16-32	20-25	15-19	12-15	—	40	30	25	—
1/4-28	50-70	37-47	30-40	—	100	70	60	—
5/16-24	100-140	56-78	60-85	—	225	135	140	—
3/8-24	160-190	72-108	95-110	—	390	200	240	—
7/16-20	450-500	—	270-300	—	840	—	500	—
1/2-20	480-690	—	290-410	210-230	1100	—	660	415
9/16-18	800-1000	—	480-600	310-430	1600	—	960	660
5/8-18	1100-1300	—	660-780	485-605	2400	—	1400	1060
3/4-16	2300-2500	—	1300-1500	1090-1250	5000	—	3000	2500
7/8-14	2500-3000	—	1800-2400	1640-2100	7000	—	4200	3740
* This is a coarse thread (0.1640-32) with recommended torque limits of 9-11 inch-pounds and a maximum allowable tightening torque of 14 inch-pounds.								

Table 202. Coarse Thread Series, Class 3, Cadmium Plated and Non-lubricated

Size	Torque Limits Recommended (Inch-Pounds)		Maximum Allowable Torque(Inch-Pounds)	
	AN365 & AN310 Nuts (Tension)	AN364 & AN320 Nuts (Shear)	AN365 & AN310 Nuts (Tension)	AN364 & AN320 Nuts (Shear)
8-32	12-15	7-9	20	12
10-24	20-25	12-15	35	21
1/4-20	40-50	25-30	75	45
5/16-18	80-90	48-55	160	100
3/8-16	160-185	95-110	275	170
7/16-14	235-255	140-155	475	280
1/2-13	400-480	240-290	880	520
9/16-12	500-700	300-420	1100	650

5/8-11	700-900	420-540	1500	900
3/4-10	1150-1600	700-950	2500	1500
7/8-9	2200-3000	1300-1800	4600	2700
1-8	3700-5000	2200-3000	7600	4500
1 1/8-8	5500-6500	3300-4000	12000	7200
1 1/4-8	6500-8000	4000-5000	16000	10000

3. Installation of Self-locking Nuts (Locknuts)

A measurable torque may be required to initiate the turning of some self-locking nuts. This initial torque must then be added to the desired torque to attain the proper torque setting. For example: a self-locking nut that requires 20 inch-pounds of force to turn freely should be tightened at 20 inch-pounds above the desired torque. If the desired torque is 80 inch-pounds, the torque wrench must indicate 100 inch-pounds to achieve the desired torque. This method compensates for the friction of the self-locking nut or fastener.

4. Torque Wrenches and Adapters

Threads of nuts and bolts to be torqued must be clean and free of all lubricants unless otherwise specified. The loss of normal friction by contamination may result in overtightening.

NOTE: Torque wrenches should be exercised before they are used.

A measurable torque may be required to initiate the turning of some self-locking nuts. Refer to Paragraph 3. for further information.

When an adapter is used with a torque wrench (Ref. Figure 202), compensation must be made for the increased or lost leverage. A new torque value must be calculated before the final tightening. To calculate the desired torque which will give the standard torque specified, use the following formula: (Ref. Figure 201)

Basic Torque Formula:

$$\text{Basic Torque Formula} \quad \frac{T \times L}{L \pm E} = Y$$

$$\text{Formula for Increased Effective Length Example} \quad \frac{135 \times 10}{10 + 1.5} = \frac{1350}{11.5} = 117.39$$

$$\text{Formula for Reduced Effective Length Example} \quad \frac{135 \times 10}{10 - 1.5} = \frac{1350}{8.5} = 158.82$$

Figure 201

LEGEND:

T = Actual (Desired) Torque

Y = Apparent (Indicated) Torque

L = Effective Lever Length

E = Effective Length of Extension

EXAMPLE:

T = 135 inch-pounds

Y = Unknown

L = 10.0 inches

E = 1.5 inches

If a torque wrench is not available, an acceptable method of checking the torque is to attach a spring scale (Ref. Figure 203) to a conventional flex or "T" handle inserted into an adapter. Force should be applied in a direction perpendicular to an imaginary line extending from the center of the bolt through the spring scale attaching point.

To calculate the force in pounds (scale reading) required to obtain the specified torque, divide the torque in inch-pounds by distance in inches between the center of the bolt and the scale attaching point. For example, if the specified torque is 200 inch-pounds and the distance is 15 inches, a pull of 13.3 pounds must be applied.

When a torque wrench adapter is used, the length of the adapter must be added to the length of the flex or "T" handle and a value calculated for that particular combination. The following is a typical example in finding the desired value.

Effective length of flex or "T"

Handle wrench = 12 inches

Length of adapter = 3 inches

Total length = 15 inches

Desired torque on bolt = 2000 inch-pounds

$2000 \div 15 = 133.3$ pounds

CONDITION CONTROL CATCH GATE - REMOVAL/INSTALLATION
(Special Edition; BB-2 thru BB-1508; BT-1 thru BT-38; BL-1 thru BL-140; BN-1 thru BN-4)

1. Information

- A. Refer to Standard Practices - Airframe Chapter 20-14-00, 201, for information on tools and equipment referenced in Table 401. Refer to Standard Practices - Airframe Chapter 20-15-00, 201, for information on recommended materials referenced in Table 401.

Table 401. Tools/Equipment and Recommended Materials

ITEM	TOOLS AND EQUIPMENT	ITEM	RECOMMENDED MATERIALS
		02-026	Lubricant
		05-010	Adhesive

2. Condition Control Catch Gate

A. Removal

- (1) Set both the aileron and rudder trim tab adjusting knobs (7) and (10) so that the tab indicators (8) read 0. This will allow the adjusting knobs to be reinstalled in the correct position (Ref. Figure 401 and Figure 402).
- (2) Loosen the set screw in the side of the trim adjusting knobs (7) and (10) and remove the knobs.
- (3) Remove the grip ring under each knob.
- (4) Remove the indicator dials (8).
- (5) Loosen the set screws and remove the friction lock knobs (3).
- (6) Remove the screws attaching the electroluminescent panel (2) that is installed over the POWER, PROP and CONDITION levers.
- (7) Position the electroluminescent panel (2) to gain access to the area where the condition control catch gate is located.
- (8) Peel back the rubber cover (1) in the area of the condition control catch gate. Two screw heads will become visible.
- (9) Remove screws attaching the escutcheon (9).
- (10) Lift the escutcheon and disconnect the wires to the electroluminescent panel (6).
- (11) Remove the escutcheon.
- (12) Remove screws attaching the flap switch gate (5). The gate may be allowed to hang from the flap switch lever.
- (13) Remove screws attaching the flap switch cover plate (4) and remove the plate.
- (14) Gain access to the condition control catch gate and remove the two screws, washers and nuts attaching the catch gate to the pedestal.
- (15) Discard the old catch gate.

B. Installation

- (1) Apply lubricant (02-026, Table 401) to the areas of the new catch gate that will rub against the condition lever (Ref. Figure 401 and Figure 402).
- (2) Install the new catch gate with the screws, washers and nuts. Locate the catch gate at the low idle end of the lever travel.
- (3) Install the flap switch cover plate (4) with screws.
- (4) Install the flap switch gate (5) with screws.
- (5) Connect the wires to the electroluminescent panel (6).
- (6) Install the escutcheon (9) with screws.
- (7) Secure the rubber cover (1) that was peeled back during removal with adhesive (05-010, Table 401).
- (8) Install the electroluminescent panel (2) with screws.
- (9) Install the friction lock knobs (3) and tighten the set screws.
- (10) Install the indicator dials (8) so that they read 0.
- (11) Install the grip rings.
- (12) Install the trim tab adjusting knobs (7) and (10) and tighten the set screws.

IRK# 901477093123
CW-0260

Beechcraft



Hawker

TEXTRON AVIATION

Packing Sheet

Textron Aviation Inc.

PACKING SHEET NO.	SUGGESTED VIA	FREIGHT CODE	FOB	TERMS	PACKING SHEET DATE
4038217	FED-PO	CA	SP	N30	Aug/17/2020
				SHIP TO	
				Emery Air	
				Rockford IL 61109	
				UNITED STATES	

NOTES

Web Order Number: WB0001093528

SHIP COLLECT ON ACCT#

Order: 0007363686 Line: 000010 NO 8130 REQUIREMENTS

SALES ORDER NUMBER: 7363686
PACKING SHEET NUMBERS: 4038217

CUSTOMER P.O. NUMBER: CA1702

LINE NUMBER	QTY ORDERED	QTY BACK ORDERED	UOM	PART NUMBER	DESCRIPTION	MODEL SERIAL NUMBER	CANCEL CODE	QTY SHIPPED	UNIT PRICE	DIS.
10	3	0	EA	MS25253-1	SWITCH ✓			3		E
PRICE VALID UNTIL STOCK OUT										
ECCN: EAR99 EXPORT HTS CODE: 8536509040										
VENDOR: 454753 ORIGIN: UNITED STATES										
US IMPORT HTS: 8536509040										
20	3	0	EA	JV-5	ACTUATOR SWITCH ✓			3		HW
ECCN: 9A991 EXPORT HTS CODE: 8536509055										
VENDOR: 692331 ORIGIN: UNITED STATES										
US IMPORT HTS: 8536509055										
TOTAL										

NOTES

If these commodities are exported from the United States, neither Textron Aviation nor any of its subsidiaries shall be listed as the US exporter of record.

***** Certificate of Compliance *****

Seller certifies that the item(s) on this order were manufactured and inspected in accordance with Textron Aviation Inc's FAA-approved Quality System. Where item(s) or service(s) have been procured from an approved supplier, the seller further confirms, attests, or certifies, or alternatively has on file, applicable supplier's certifications.

RECEIVED

AUG 18 2020

By: _____

Beechcraft



Hawker

TEXTRON AVIATION

Packing Sheet

Textron Aviation Inc.

PACKING SHEET NO.	SUGGESTED VIA	FREIGHT CODE	F.O.B.	TERMS	PACKING SHEET DATE
3602214	FED-FO	CA	SP	N30	Jul/08/2019
SHIP TO				Emery Air Rockford IL 61109 UNITED STATES	

TRK# 4835 12345 8359

NOTES

Web Order Number: WB0000837206

SHIP COLLECT ON ACCT: [REDACTED]

 SALES ORDER NUMBER: 6806167
 PACKING SHEET NUMBERS: 3602214

CUSTOMER P.O. NUMBER: E-12345

LINE NUMBER	QTY ORDERED	QTY BACK ORDERED	UOM	PART NUMBER	DESCRIPTION	MODEL SERIAL NUMBER	CANCEL CODE	QTY SHIPPED	UNIT PRICE	DIS
10	4	0	EA	676-3291-002	PLUG- ANTENNA			4		
ECCN: 7A994 EXPORT HTS CODE: 4016935050										
VENDOR: 769873 ORIGIN: UNITED STATES										
US IMPORT HTS: 4016935050										
20	2	0	EA	M81714/2-DC1	MODULE, FEEDBACK TYPE			2		W
ECCN: EAR99 EXPORT HTS CODE: 8536908530										
ORIGIN: MEXICO US IMPORT HTS: 8536908530										

TOTAL

NOTES

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 Seller certifies that the item(s) on this order were manufactured and inspected in accordance with Textron Aviation Inc's FAA-approved Quality System. Where item(s) or service(s) have been procured from an approved supplier, the seller further confirms, attests, or certifies, or alternatively has on file, applicable supplier's certifications.

RECEIVED
 IN GOOD CONDITION
 JUL 08 2019
 INSPECTOR



AUTHORIZED RELEASE CERTIFICATE 6806167 3602214	
Texttron Aviation Inc. (PCA) 1 Cassina Blvd, Wichita, KS 67215	
10 PLUG-ANTENNA 676-3291-002 1 N/A New	AUTHORIZED RELEASE DOCUMENT POB: E-12345
JENNIFER FISHER 08/JUL/2019	

AUTHORIZED RELEASE CERTIFICATE 6806167 3602214	
Texttron Aviation Inc. (PCA) 1 Cassina Blvd, Wichita, KS 67215	
10 PLUG-ANTENNA 676-3291-002 1 N/A New	AUTHORIZED RELEASE DOCUMENT POB: E-12345
JENNIFER FISHER 08/JUL/2019	

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10 PLUG-ANTENNA 676-3291-002 1 N/A New	AUTHORIZED RELEASE DOCUMENT POB: E-12345
JENNIFER FISHER 08/JUL/2019	

AUTHORIZED RELEASE CERTIFICATE 6806167 3602214	
Texttron Aviation Inc. (PCA) 1 Cassina Blvd, Wichita, KS 67215	
20 MODULE FEEDBACK TYPE MB714/2-DC1 1 N/A New	AUTHORIZED RELEASE DOCUMENT POB: E-12345
JENNIFER FISHER 08/JUL/2019	

AUTHORIZED RELEASE CERTIFICATE 6806167 3602214	
Texttron Aviation Inc. (PCA) 1 Cassina Blvd, Wichita, KS 67215	
20 MODULE FEEDBACK TYPE MB714/2-DC1 1 N/A New	AUTHORIZED RELEASE DOCUMENT POB: E-12345
JENNIFER FISHER 08/JUL/2019	

RECEIVED
IN GOOD CONDITION

JUL 08 2019

INSPECTOR



RECEIVED
IN GOOD CONDITION

JUL 08 2019

INSPECTOR



RECEIVED
IN GOOD CONDITION

JUL 08 2019

INSPECTOR



RECEIVED
IN GOOD CONDITION

JUL 08 2019

INSPECTOR



RECEIVED
IN GOOD CONDITION

JUL 08 2019

INSPECTOR



RECEIVED
IN GOOD CONDITION

JUL 08 2019

INSPECTOR



END
0 ENTRY
101

SINGLE MOTOR INERTIAL ANTI-ICING - MAINTENANCE PRACTICES
(BB-2 thru BB-1438, BB-1440 thru BB-1443; BL-1 thru BL-138; BN-1 thru BN-4; BT-1 thru BT-34)

1. Information

Refer to Standard Practices - Airframe Chapter 20-14-00, 201, for information on tools and equipment referenced in Table 201.
Refer to Standard Practices - Airframe Chapter 20-15-00, 201, for information on recommended materials referenced in Table 201.

Table 201. Tools/Equipment and Recommended Materials

ITEM	TOOLS AND EQUIPMENT	ITEM	RECOMMENDED MATERIALS
		03-001	Grease

2. Single Motor Inertial Anti-Icing System

A. Procedure

To help control wear and keep the inertial anti-icing system of the engine operating freely, the actuating linkage bushings should be lubricated periodically with grease (03-001, Table 201). Beyond lubrication, virtually no servicing of the inertial anti-icing system is required. ~~Adjustments can be made on the control actuator, the manual override control, the bypass door and the annunciator light microswitches if replacement of components or disassembly becomes necessary. Adjust or rig as necessary by one of the following procedures.~~

M-104B REV 0, 3/5/2014

MAINTENANCE WORK CARD

Chronos Aviation

55213

Rockford, IL 61109

CRS# E81R759X CO _____

WO CW-0260

OP 007

ACFT: KA200	REG: N198DM	S/N: BB-1198	ATA: 28	ZONE:	STATION: KRFD
INITIATED BY: Fuller		DATE: 8/12/2020		GEN BY:	
DISCREPANCY: R/H FUEL GUAGE ERRATIC					

RECOMMENDED ACTIONS	LEAD Fuller1006	HRS 5	CUSTOMER
EVALUATE/TROUBLESHOOT			
MAINTENANCE ACTIONS:	TECH/DATE	INSP/DATE	
1. Perform Trouble shooting on Fuel Quantity Indicating System IAW 200 Series Aircraft MM 2 fault: Found R/H Aux inboard Probe & L/H Aux outboard Probe	8-19-2020	8/19	
2. Replaced 3 Modules, (Aux inboard & out board & Macelle tank L/H side IAW 200 SAMM 28-40-00-1)	8-19-2020	8/19	
3. Removed and replaced left Aux tank inbd fuel probe and gasket with serviceable and Replaced R/H Aux tank outbd probe and gasket and calibrated both sides IAW King Air 200 series Amm 28-40-00, Toped Aircraft with fuel and leak checked good-	8/20/20	8/20/20	
4. Found 1 frayed wire at R/H Indicator plug, Resoldered wire as needed per standard practices 20-12-00 and AC 43.13.1B, functioning checked good-	8/20/20	8/20/20	

Part#	NOMENCLATURE	POSITION	PO#	S/N OFF	S/N ON
M81714/2-DC1	Module		L/H Macelle tank	N/A	N/A
M81714/2-DC2	Module		L/H Aux inbd	N/A	N/A
M81714/2-DC3	Module		L/H Aux outbd	N/A	N/A
100-380006-169	LT aux ohd		CSP		9427
100-380006-151	Rt 11 1bcl		CSP		0110

RII?	Y	N	Calibrated Tools Used EG0087	M-104A Attached? Y	LEAD REVIEW 8/20/20	FINAL INSP REVIEW 8/20/20
MDR/SDR?	Y	N		# of Pages		
Major Repair?	Y	N				

FUEL QUANTITY INDICATING SYSTEM - TROUBLESHOOTING

1. Information

Refer to Standard Practices - Airframe Chapter 20-14-00, 201, for information on tools and equipment referenced in Table 101.
Refer to Standard Practices - Airframe Chapter 20-15-00, 201, for information on recommended materials referenced in Table 101.

Table 101. Tools/Equipment and Recommended Materials

ITEM	TOOLS AND EQUIPMENT	ITEM	RECOMMENDED MATERIALS
132	Digital DC Fuel Quantity Test Set		
133	Digital DC Fuel Quantity Test Set		
136	Probe Adapter Cable		

2. Troubleshooting

Troubleshooting of the fuel quantity indicating system requires the use of special tools. The DC-400 and DC-400A digital DC Fuel Quantity Test Sets (132, Table 101) are manufactured by Barfield Instrument Corp. These two test sets function identically, only difference is that the DC-400A has a greater range than the DC-400. The test set TK2129/935 Assy "A" and TK2129/935 Assy "B" (133, Table 101) are DC-400 and a DC-400A test sets that have been modified by Textron Aviation Inc. They have a 15 pin "D" connector and a shorting switch (that has to be set) that the DC-400 and DC-400A do not have.

One 9-vdc battery inside the test set provides the power required to read insulation (conductance and capacitance. The LCD shows capacitance in picofarads (pF) and conductance in nano Siemens (nS). The airplanes battery power or an auxiliary power source is required for indicator checking and calibration.

Troubleshooting checks are carried out in five phases: checking the system harness insulation, probe harness insulation, system capacitance, probe capacitance and indicator test. If the indicator does not check or is replaced, it must be calibrated.

A. System Insulation Check

NOTE: Connect a regulated 28-vdc external power supply to the airplane when troubleshooting or calibrating.

This test procedure may be performed with full, partially full or empty tanks. Display reading are presented in nano Siemens (nS), equivalent megohms are derived by dividing 1000 by the LCD display reading: 1000/50 nS= 20 Megohms. These checks are identical for the left and right fuel systems (Ref. Table 105).

(1) Locate the test set (132 or 133, Table 101) conveniently for the procedures that follow.

(2) Make sure that the test set ON/OFF switch is in the OFF position.

CAUTION: Power to the airplane must be off when lowering or raising the fuel control panel to preclude the possibility of shorting any wiring connections to ground.

(3) Perform the BATTERY POWER DISCONNECT procedure (Ref. 24-30-01, 201) and tag the connector with a caution tag "DO NOT RECONNECT".

(4) Make sure that the BAT switch is set to the OFF position and tag the switch with a caution tag indicating "DO NOT APPLY POWER".

✓ (5) Open the fuel quantity system circuit breakers.

✓ (6) Leave the airplane's fuel select switch in the MAIN position.

✓ (7) Gain access to fuel quantity indicator.

✓ (8) Disconnect airplanes harness from the fuel quantity indicator.

✓ (9) Connect the test set ACFT connector to the airplane's harness.

NOTE: Do not connect the test set to the fuel quantity indicator.

✓ (10) Rotate TEST FUNCTION selector to IND AMP.

✓ (11) Set INSULATION/SYSTEM switch to INSULATION.

✓ (12) Rotate INS TEST POINTS switch to LO-Z/GND.

✓ (13) Place the shorting switch to the NO position. (On Textron Aviation Inc. modified test sets only) (133, Table 101).

B. System Capacitance Check

The following checks must be performed with the airplane's fuel tanks either completely empty or completely full.

- (1) Locate the test set (132 or 133, Table 101) convenient to the indicator for these checks.
- (2) Make sure that the ON/OFF switch on the test set is in the OFF position.
- (3) Make sure that the battery master switch is OFF and the battery is disconnected.
- (4) Open the fuel quantity system circuit breakers.
- (5) Gain access to fuel quantity indicator.
- (6) Disconnect fuel quantity indicator harness from the rear of the indicator.
- (7) Connect the test set ACFT connector to the indicator harness.

NOTE: Do not connect the IND connector to the fuel quantity indicator.

- (8) Rotate the TEST FUNCTION selector on the test set to PROBE(S).
- (9) Place the INSULATION/SYSTEM switch to SYSTEM.
- (10) Place the MAIN/TOT-AUX/NAC switch to MAIN/TOT.
- (11) Place the shorting switch to the YES position (On Textron Aviation Inc. modified test set TK2129/935 only) (133, Table 101).
- (12) Place the 200 (pF)/1,000 (pF) switch to 200 (pF) position if tanks are empty, or the 1,000 (pF) position if the tanks are full.
- (13) Place the test set ON/OFF switch to ON.
- (14) Depress and hold test set PRESS TO READ CAP (pF) pushbutton: the reading should be within the range shown in Table 102.

NOTE: Record these empty or full capacitance values in the log book for future reference.

- (15) Connect battery, connect external power; Turn on the battery switch and turn on external power switch.
- (16) Place the fuel select switch to AUX and hold.
- (17) Depress and hold PRESS TO READ CAP (pF) pushbutton. The reading should be within the range shown in Table 102.

NOTE: Record these empty or full capacitance values in the log book for future reference.

- (18) If any test is out of specifications, isolate fault by referencing airplane's wiring schematics and disconnecting probes and/or airplane's wiring at connecting junctions.

NOTE: The value must be within tolerances specified in Table 102. If results are slightly outside limits, repeat entire procedure to make sure test failure is not due to human error.

- (19) This completes CAPACITANCE TEST.
- (20) Place the test set ON/OFF switch to OFF position and disconnect the test set from the indicator harness.
- (21) Turn off the battery switch.
- (22) Perform the DISCONNECTING EXTERNAL POWER procedure (Ref. 24-40-00, 201).
- (23) Connect the airplane's wire harnesses to the original configuration.

C. Indicator Linearity Check (Not a System Calibration)

NOTE: The pF values used for this test are off set from the values used in a normal calibration. After performing this Linearity Check the system must be calibrated using the PREFERRED or ALTERNATE SYSTEM CALIBRATION procedures in this chapter.

The following check may be performed on the fuel quantity indicator with the fuel tanks full, partially full or empty.

- (1) Make sure that the battery master switch is OFF.
- (2) Locate the test set (132 or 133, Table 101) conveniently to the fuel control panel.
- (3) Open the appropriate fuel quantity system circuit breakers.
- (4) Gain access to the airplane's fuel quantity indicator.
- (5) Disconnect airplane's indicator wire harness connector plug at indicator.
- (6) Connect the test set ACFT connector to the indicator wire harness connector and the IND connector to the indicator.

- (45) Depress and hold PRESS TO READ CAP (pF) pushbutton while adjusting CAP SIM (pF) control knob to obtain a test set reading of 210 pF.
- (46) Release pushbutton.
- (47) Rotate TEST FUNCTION switch to IND AMP.
- (48) The indicator should indicate 300 ± 35 pounds.
- (49) Rotate TEST FUNCTION switch to CAP SIM CAL (NORM SYS).
- (50) Set CAP SIM (pF) 100's and 10's thumbwheels to 2 and 3 respectively.
- (51) Depress and hold PRESS TO READ CAP (pF) pushbutton while adjusting CAP SIM (pF) control knob to obtain a test set display of 231 pF.
- (52) Release pushbutton.
- (53) Rotate TEST FUNCTION switch to IND AMP.
- (54) The indicator should indicate 600 ± 35 pounds.
- (55) Rotate TEST FUNCTION switch to CAP SIM CAL (NORM SYS).
- (56) Set CAP SIM (pF) 100's and 10's thumbwheels to 2 and 5 respectively.
- (57) Depress and hold PRESS TO READ CAP (pF) pushbutton while adjusting CAP SIM (pF) control knob to obtain a test set display of 252 pF.
- (58) Release pushbutton.
- (59) Rotate TEST FUNCTION switch to IND AMP.
- (60) The indicator should indicate 900 ± 35 pounds.
- (61) Set test set ON/OFF switch to OFF.
- (62) Place the external power switch and battery switch to the off position.
- (63) Perform the DISCONNECTING EXTERNAL POWER procedure (Ref. 24-40-00, 201).
- (64) Set the BAT switch to the OFF position and tag the switch with a caution tag indicating "DO NOT APPLY POWER".
- (65) Perform the BATTERY POWER DISCONNECT procedure (Ref. 24-30-01, 201) and tag the connector with a caution tag "DO NOT RECONNECT".

NOTE: The pF values used for this test are off set from the values used in a normal calibration. After performing this Linearity Check the system must be calibrated using the PREFERRED or ALTERNATE SYSTEM CALIBRATION procedures in this chapter.

- (66) Disconnect test set ACFT connector from aircraft wiring plug or adapter cable.
- (67) Disconnect test set IND connector from indicator or adapter cable.
- (68) Disconnect adapter cable from aircraft wiring and indicator if applicable.
- (69) Connect aircraft wiring plug to indicator.
- (70) Return aircraft to original configuration.

NOTE: Follow above procedures, if necessary for opposite side of airplane.

D. System Calibration

- (1) The fuel quantity system (Ref. Figure 102) may be calibrated with the fuel level in the fuel tanks at any level using the alternate procedure. However the preferred procedure is to calibrate the system with the tanks completely empty or with undrainable fuel only.
- (2) While calibrating the system with empty tanks is more reliable than the alternate procedure, the accuracy of the alternate procedure (full tanks) can be appreciably enhanced if the empty-tanks value is known. It is recommended that when the empty capacitance value is determined, it should be recorded in the airframe log for future use in calibrating. (Ref. Figure 101)

NOTE: Any time a probe is changed, a new empty tank value will have to be established.

- (3) The preferred procedure (completely empty or undrainable fuel only) makes use of the actual empty-tank value in adjusting the zero indication. The alternate procedure (full tanks) applies a nominal empty-tank value to the system by the test set (132 or 133, Table 101) for the zero indication.
- (4) Both procedures will be outlined in the following test: however, it must be remembered that the alternate procedure is

(af) The indicator should read exactly 0 pounds. If pointer position is not acceptable adjust E 2 adjustment at rear of indicator to obtain correct reading.

(ag) Repeat Para 2.D.(2)(n) through 2.D.(2)(af) as necessary to ensure accurate calibration.

NOTE: The indicator does not have a separate adjustment for Aux tank "FULL". The full adjustment for the main tank adjusts the full setting for the main and the aux tanks.

(ah) Set the test set ON/OFF switch to OFF and disconnect the test set.

(ai) Return the airplane to the original configuration.

Individual Probe Test

- (1) Make sure that the ON / OFF switch on the test set (132 or 133, Table 101) is OFF.
- (2) Make sure that the fuel quantity circuit breakers are open.
- (3) Make sure that the BAT switch is set to the OFF position and tag the switch with a caution tag indicating "DO NOT APPLY POWER".
- (4) Perform the BATTERY POWER DISCONNECT procedure (Ref. 24-30-01, 201) and tag the connector with a caution tag "DO NOT RECONNECT".
- (5) Rotate TEST FUNCTION switch to PROBE(S).
- (6) Set INSULATION/SYSTEM switch to SYSTEM.
- (7) Set MAIN/TOT-AUX/NAC switch to MAINTOT.
- (8) Set 200 (pF)/1,000 (pF) switch to 200 (pF).
- (9) Connect Beech probe adapter P/N 101-00814 (136, Table 101) to test set probes receptacle.
- (10) Connect Beech probe adapter P/N 101-00814 (136, Table 101) to matching color of probe lead wire pins.
- (11) For DC-400 connect socket pin ground lead of probe adapter to ground clip pigtail of probe adapter. Attach ground clip to grounding spot on the probe. For Textron Aviation Inc. modified test set (TK2129/935) (133, Table 101) place shorting switch to YES position.
- (12) Set test ON/OFF switch to ON.
- (13) Depress PRESS TO READ CAP (pF) pushbutton for probe capacitance display. Probe capacitance value must be within tolerances as specified, by part number (Ref. Table 104). If value is not in tolerance the probe must be replaced.
- (14) Set ON/OFF switch to OFF.
- (15) Rotate TEST FUNCTION switch to IND AMP.
- (16) Set INSULATION/SYSTEM switch to INSULATION.
- (17) FOR DC400 disconnect pin socket ground lead of probe adapter from ground clip pigtail. (Disconnect small black wire from ground clip). For Textron Aviation Inc. modified test set (TK2129/935) (133, Table 101) place shorting switch to NO position.
- (18) Rotate INS TEST POINT switch to LO-Z GND.

NOTE: During the insulation test, it may take some time for the indication to completely stabilize. If the indication does not read below 50 nS in one minute, the reading is unacceptable.
- (19) Set ON/OFF switch to ON. Allow sufficient time for the test display to stabilize (no more than one minute). The LDC display shall be less than 50 nS.
- (20) Rotate INS TEST POINT switch to each remaining position. Allowing sufficient time for test set display to stabilize in each position, readings shall be less than 50 nS except in SIG/RTN position, which will show a reading of between 1,500 and an overrange display of (1___).
- NOTE:** Conductance must be within specifications. If results are slightly outside limits, repeat procedure to make sure test failure is not due to human error.
- (21) Set ON/OFF switch to OFF.
- (22) Disconnect probe adapter from probe.
- (23) Disconnect probe adapter from test set.
- (24) This completes the Probe Bench Test.

TRK# 907472091543
CW-0260



TEXTRON AVIATION

Packing Sheet

Textron Aviation Inc.

PACKING SHEET NO.	SUGGESTED VIA	FREIGHT CODE	F.O.B.	TERMS	PACKING SHEET DATE
4038176	FED-PO	CA	SP	N30	Aug/17/2020
				SHIP TO Emery Air Rockford IL 61109 UNITED STATES	

NOTES
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SHIP COLLECT ON ACCT#

SALES ORDER NUMBER: 7363653
PACKING SHEET NUMBERS: 4038176

CUSTOMER P.O. NUMBER: CA1701

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ECCN: EAR99 EXPORT HTS CODE: 8536908530										
ORIGIN: UNITED STATES US IMPORT HTS: 8536908530										

TOTAL \$

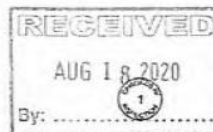
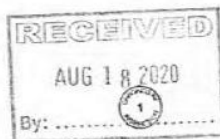
NOTES
If these commodities are exported from the United States, neither Textron Aviation nor any of its subsidiaries shall be listed as the US exporter of record.

***** Certificate of Compliance *****
Seller certifies that the item(s) on this order were manufactured and inspected in accordance with Textron Aviation Inc's FAA-approved Quality System. Where item(s) or service(s) have been procured from an approved supplier, the seller further confirms, attests, or certifies, or alternatively has on file, applicable supplier's certifications.

RECEIVED
AUG 18 2020
By:

1. Issuing Office Name FAA/United States		2. Form Number 7363653	
3. Title AUTHORIZED RELEASE CERTIFICATE 1.1. Form 136-3, NEW ORTHOTISS APPROVAL TAG			
4. Issuing Office Name and Address Texttron Aviation Inc. (PC4) Texttron Aviation Inc. 1 Cessna Blvd, Wichita, KS 67215		5. Issuing Office Phone Number 4038176	
6. Issue	7. Issue Date	8. Issue Type	9. Issue Status
10	MODULE, FEEDBACK TYPE	M81714/2-DC1	1 N/A New
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11. Release Date 17/Aug/2020		12. Release Type PC4	
13. Release Status DAN J. EHMKE		14. Release Status 17/Aug/2020	
15. Release Status 17/Aug/2020			

1. Issuing Office Name FAA/United States		2. Form Number 7363653	
3. Title AUTHORIZED RELEASE CERTIFICATE 1.1. Form 136-3, NEW ORTHOTISS APPROVAL TAG			
4. Issuing Office Name and Address Texttron Aviation Inc. (PC4) Texttron Aviation Inc. 1 Cessna Blvd, Wichita, KS 67215		5. Issuing Office Phone Number 4038176	
6. Issue	7. Issue Date	8. Issue Type	9. Issue Status
10	MODULE, FEEDBACK TYPE	M81714/2-DC1	1 N/A New
10. Release AUTHORIZED RELEASE DOCUMENT PO#: CA1701			
11. Release Date 17/Aug/2020		12. Release Type PC4	
13. Release Status DAN J. EHMKE		14. Release Status 17/Aug/2020	
15. Release Status 17/Aug/2020			



TRK# 9074 7710 0302

CW-0260

Beechcraft



Hawker

TEXTRON AVIATION

Packing Sheet

Textron Aviation Inc.

PACKING SHEET NO.	SUGGESTED VIA	FREIGHT CODE	F.O.B.	TERMS	PACKING SHEET DATE
4039593	FED-PO	CA	SP	N30	Aug/18/2020

SHIP TO

Emery Air

Rockford IL 61109
UNITED STATES

NOTES

Web Order Number: WB0001094428

SHIP COLLECT ON ACCT#

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PACKING SHEET NUMBERS: 4039593

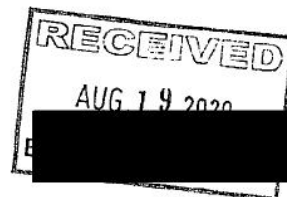
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TOTAL										

NOTES

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[illegible][illegible]

FBI/DOJ - Bureau of Prisons U.S. Department of Justice Federal Bureau of Investigation		AUTHORIZED RELEASE CERTIFICATE 1. INFORMATION: A. INFORMATION SOURCE: BUREAU OF PRISONS, WASH. D.C.		7565359 4038593	
2. TITLE: Texton Aviation Inc. (PCA) 1 Cassina Blvd. Wichita, KS 67215		3. DATE OF RELEASE: 18/AUG/2020		4. RELEASE TO: ALL 5. RELEASE BY: ALL	
6. DATE OF REQUEST: 20 7. DATE OF RELEASE: 15-423 8. DATE OF REVIEW: 10 9. DATE OF REVIEW: N/A 10. DATE OF REVIEW: Now		11. DATE OF REVIEW: Now			
12. COMMENTS:					
13. AUTHORIZED RELEASE CERTIFICATE					
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Aviation Enterprises, LLC.

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NEWNAN, GA 30263
http://www.aelparts.com/
Ph: [REDACTED] Fax: [REDACTED] Email: [REDACTED]

TRK# 15188894
2211
CW-0260

Packing Slip

Invoice #: 48683
Invoice Date: 8/18/2020
Time: 5:08:55 PM
Page: 1

To:
CHRONOS AVIATION
[REDACTED]
ROCKFORD, IL 61109
USA
PI [REDACTED]

Ship To:
CHRONOS AVIATION
[REDACTED]
ROCKFORD, IL 61109
USA

Cust. PO#: CA1703
Order Date: 8/18/2020
Prepared By: Roddy Vaughn
Customer #: CRON
Buyer: SARA

Terms: CREDIT CARD
of Items: 2
Sales Order: 35193
FOB:
Req. Ref#:

Ship Via: FEDEX P-1
of Boxes:
Ship Log #: 1
Cust VAT #:
VAT #:
WO #:

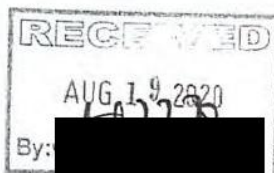
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AWB:

"Innovative Parts Solutions"

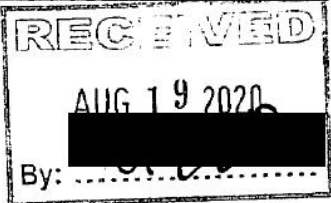
Item	Part Number/Description	Shipped	BackOrd	CD			Unit Price	UOM	Total Amt
1	100-380006-151 FUEL PROBE Serial #: 0110 ✓ Loc/Whse: AC18	1	0	SV				EA	
2	100-380006-169 FUEL PROBE Serial #: 9427 ✓ Loc/Whse: AC16G AEL	1	0	SV				EA	
any dash numbers will be accepted for this exchange. cores must be repairable									

Flat rate exchange price is based upon the return of a like unit with normal overhaul charges. All cores are due within 30 days, cores not returned within 30 days are subject to the billing of the core charge printed on the invoice. AEL reserves the right not to accept cores after final billing. In the event your core return unit exceeds normal overhaul/repair charges @ vendor or be determined to be B.E.R., a copy of the vendor tear down report and related invoice for the amount of either the core charge or additional items required will be issued. Returns and/or cores are not accepted if the unit in question has suffered abnormal damage due to fire, accident, excessive wear or unauthorized repair. For a detailed list of AEL's policies, please go to: www.aelparts.com

Roddy Vaughn



Authorized Signature:

1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: W/O 101031		
4. Organization Name and Address Tech-Aire Instruments, Inc., [REDACTED] Wichita, KS 67213 (OQ2R066L)					5. Work Order/Contract/Invoice Number: 101031		
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:		
1	TANK UNIT	100-380006-169 76-174-2	1	9427	REPAIRED		
12. Remarks: SEE WORK ORDER ATP E-1914 REV U 12/12/90  "Certifies that the work specified in block 11/12 was carried out in accordance with EASA Part-145 and with respect to that work the aircraft component is considered ready for release to service under EASA Approval Certificate Number EASA. 145.4915"							
13a. Certifies the items identified above were manufactured in conformity to: ☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12			14a. ☒ 14 CFR 43.9 Return to Service ☒ Other regulations specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.				
13b. Authorized Signature:		13c. Approval /Authorization No.:		14b. Authorized Signature:		14c. Approval/Certificate No.:	
				[REDACTED]		[REDACTED]	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14d. Name (Typed or Printed): C SEPINSKI		14e. Date (dd/mm/yyyy): 29 Apr 2020	
User/Installer Responsibilities							
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propellor/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propellor(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.							

QTY. PART NO. DESCRIPTION LOCATION

3 M39029/1-101 CONNECTOR PINS



**TECH-AIRE
INSTRUMENTS** INC.

Wichita, KS 67213

WFO 101051

WATS

FAA REPAIR STATION #002R066L

AVIATION ENTERPRISES, LLC

NEWNAN, GA 30263

22 APR 2020

ASHLEY
PO# R27936
FEDEX GROUND

AVIATION ENTERPRISES, LLC

NEWNAN, GA 30263

100-380006-169

S/N 9427

TANK UNIT

76-174-2

MFGR: ARMTEC/RAGEN

REJECTION: NONE STATED

WORK PERFORMED: OVERHAUL REPAIR ☒ FT

OVERHAUL REPAIR ☒ F/T WTY DATE:

QUOTE REQUIRED YES ☒ NO

UNIT WAS TESTED, OPENED, CLEANED, INSPECTED, REPOTTED
AND REFURBISHED HEAD ASSEMBLY, REMOVED ADN REPLACED
WIRE HARNESS, CONNECTOR PINS, FUNCTIONALLY TESTED AND
CERTIFIED IN ACCORDANCE WITH BEECH SPECIFICATIONS.

RECEIVING INSPECTION:

DIRTY

FUNCTIONAL TEST RESULTS:

UNIT FAILS INSULATION RESISTANCE CHECK

ATP E-1914 REV U 12/12/90

HIDDEN DAMAGE:

HEAD ASSEMBLY NEEDS REPOTTED

THIS ITEM HAS BEEN INSPECTED AND/OR FUNCTIONALLY TESTED AND IS AIRWORTHY

Date 29 APR 2020 Inspector W GAUDET

Chief Inspector C SEPINSKI

Repairman Certificate No. [REDACTED]

TECHNICIAN: B LIVINGSTON

DATE: 29 APR 2020

Form No. TA019

Tech-Aire Instruments, Inc.
Repair Station No. OQ2R066L

Tank Unit Insulation Test

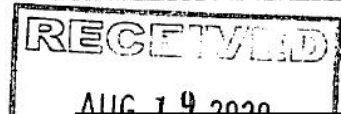
Preliminary _____ Final ✓
Date: 4/28/20 Note: All readings must be
P/N: 76-174-2 20 meg ohms or greater
S/N: 9427 except Sig. To return
Technician: [REDACTED] W/O #: 101031
Inspector: ACC Test Equipment: TA-008
BAC 100-380006-169

Dry Test

	Pass	Fail
Lo-Z to Ground	<u>✓</u>	_____
Lo-Z to return	<u>✓</u>	_____
Signal to Ground	<u>✓</u>	_____
Signal to Return	<u>✓</u>	_____
Return to Signal	<u>✓</u>	_____
Return to Ground	<u>✓</u>	_____

Wet Test

	Pass	Fail	N/A
Lo-Z to Ground	<u>✓</u>	_____	
Lo-Z to return	<u>✓</u>	_____	
Signal to Ground	<u>✓</u>	_____	
Signal to Return	<u>✓</u>	_____	
Return to Signal	<u>✓</u>	_____	
Return to Ground	<u>✓</u>	_____	
Switch Check	_____	_____	<u>✓</u>
Pressure Check	<u>✓</u>	_____	_____
Dry Cap. Value <u>28.3/Pf</u>	<u>✓</u>	_____	_____

1. Approving National Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number: W/O 84158	
4. Organization Name and Address: Tech-Aire Instruments, Inc. [REDACTED] Wichita, KS 67213 (OQ2R066L)						5. Work Order/Contract/Invoice Number: 84158	
6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:	
1	TANK UNIT	100-380006-151 76-102-10	N/A	1	0110	REPAIRED	
13. Remarks: SEE WORK ORDER ATP E-1914 REV. U 12/12/90  By: [REDACTED] "Certifies that the work specified in block 12/13 was carried out in accordance with EASA Part-145 and with respect to that work the aircraft component is considered ready for release to service under EASA Approval Certificate Number EASA.145.4915"							
14. Certifies the items identified above were manufactured in conformity to: ☐ Approved design data and are in a condition for sale operation. ☐ Non-approved design data specified in Block 13				19. ☒ 14 CFR 43.9 Return to Service ☒ Other regulations specified in Block 13 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
15. Authorized Signature:		16. Approval /Authorization No.:		20. Authorized Signature:		21. Approval/Certificate No.:	
				[REDACTED]		[REDACTED]	
17. Name (Typed or Printed):		18. Date (m/d/y):		22. Name (Typed or Printed): M STOUT		23. Date (m/d/y): Dec 29, 2010	
User/Installer Responsibilities							
It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1. Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.							

QTY. PART NO. DESCRIPTION LOCATION

3 M39029/1-101 CONNECTOR PIN



TECH-AIRE
INSTRUMENTS INC.

Wichita, KS 67213

WATS

FAX

FAA REPAIR STATION #002R066L

W/O 08150

AVIATION ENTERPRISES, LLC

NEWNAN COWETA AIRPORT CCO
NEWNAN GA 30263

AVIATION ENTERPRISES, LLC

NEWNAN COWETA AIRPORT CCO
NEWNAN GA 30263

100-380006-151

S/N 0110

TANK UNIT

76-102-10

MFGR: RAGEN

REJECTION: NONE STATED

CUST PO HEADS PN -167
CORRECT PN -151

WORK PERFORMED: OVERHAUL REPAIR FT

X

OVERHAUL

REPAIR

X

F/T

WTY

DATE:

QUOTE REQUIRED

YES

X

NO

UNIT WAS TESTED, OPENED, CLEANED, INSPECTED, REPOTTED
AND REFURBISHED HEAD ASSEMBLY, REPLACED WIRE HARNESS
AND CONNECTOR PINS, FUNCTIONALLY TESTED AND CERTIFIED
IN ACCORDANCE WITH BEECH SPECIFICATIONS.

ATP E-1914 REV. U 12/12/90

RECEIVING INSPECTION:
DIRTY

FUNCTIONAL TEST RESULTS:

UNIT FAILS LEAK CHECK

HIDDEN DAMAGE:

HEAD ASSEMBLY NEEDS REPOTTED, WIRE HARNESS AND CONNECTOR
PINS NEED REPLACED

THIS ITEM HAS BEEN INSPECTED AND/OR FUNCTIONALLY TESTED AND IS AIRWORTHY

Date DEC 29, 2010 Inspector J PRYOR

Chief Inspector M STOUT

Repairman Certificate No. [REDACTED]

TECHNICIAN:

B LIVINGSTON

DATE:

DEC 29, 2010



Form No. TAD19

Tech-Aire Instruments, Inc.
Repair Station No. OQ2R066L

Tank Unit Insulation Test

Preliminary _____

Final ✓

Date: 12-22-10

P/N: 100-380006-151

S/N: 0110

Technician: [REDACTED]

Inspector: [REDACTED]

Note: All readings must be
20 meg ohms or greater
except Sig. To return

W/O #: 84158

Test Equipment: TA-25

Dry Test

	Pass	Fail
Lo-Z to Ground	<u>✓</u>	<u> </u>
Lo-Z to return	<u>✓</u>	<u> </u>
Signal to Ground	<u>✓</u>	<u> </u>
Signal to Return	<u>✓</u>	<u> </u>
Return to Signal	<u>✓</u>	<u> </u>
Return to Ground	<u>✓</u>	<u> </u>

Wet Test

	Pass	Fail	N/A
Lo-Z to Ground	<u>✓</u>	<u> </u>	
Lo-Z to return	<u>✓</u>	<u> </u>	
Signal to Ground	<u>✓</u>	<u> </u>	
Signal to Return	<u>✓</u>	<u> </u>	
Return to Signal	<u>✓</u>	<u> </u>	
Return to Ground	<u>✓</u>	<u> </u>	
Switch Check	<u> </u>	<u> </u>	<u>✓</u>
Pressure Check	<u>✓</u>	<u> </u>	<u> </u>
Dry Cap. Value <u>30.38</u> Pf	<u>✓</u>	<u> </u>	

MAINTENANCE WORK CARD

Chronos Aviation



Rockford, IL 61109

CRS# E81R759X CO _____

WO CW-0260

OP 008

ACFT: KA200	REG: N198DM	S/N: BB-1198	ATA: 34	ZONE:	STATION: KRFD
INITIATED BY: miller		DATE: 8/18/2020		GEN BY:	

DISCREPANCY:
WHEN TURNING ON RADAR, ERROR MESSAGE APPEARS.

RECOMMENDED ACTIONS	LEAD miller1007	HRS 2	CUSTOMER
MAINTENANCE ACTIONS:	TECH/DATE	INSP/DATE	
1 VERIFIED "RADAR CONTROLS DZSABREE" ERROR MESSAGE DISPLAYED ON GTN-725 WHEN RADAR SELECTED. CHECKED PROGRAMMING, NOTHING NOTED. CALLED GARNIZ TECH SUPPORT. TALKED WITH "WALT". RE-PROGRAMMED GTN-725, NO CHANGES TROUBLESHOOT, FOUND PIN ON CONTROL DATA BUS BACKED OUT OF CONNECTOR ON GTN-725. GAINED ACCESS TO CONNECTOR. RE- SEATED PIN. GROUND OPS CHECK, GOOD. RE-INSTALLED CONNECTOR. GROUND OPS CHECK, GOOD. FAW GARNIZ GTN BYX/7XX PART 23 AML STC I.M. 190-01007-A3.		8-19-2020	8/20/20

Part#	NOMENCLATURE	POSITION	PO#	S/N OFF	S/N ON

RII?	Y	N	Calibrated Tools Used	M-104A Attached?	LEAD REVIEW	FINAL INSP REVIEW
MDR/SDR?	Y	N		Y		2
Major Repair?	Y	N		# of Pages	8/20/20	8/20/2020

Work Card / Routine / Non-Routine Tally

Aircraft SN	Aircraft Type	Customer Order	Work Order	Check Type	Date	Station	Page
BB-1198	KA200		CW-0260		8/12/2020	RFD	1 of 1
OP	Issued By	Date Issued	Brief Description of Discrepancy			Zone	Closed By
001	Fuller1006	8/12/2020	PERFORM INCOMING/DELIVERY CHECKLIST				marst
002	Fuller1006	8/12/2020	CW M106 PANEL CHART AS REQUIRED				marst
003	Fuller1006	8/12/2020	CW TOOL INVENTORY				marst
004	Fuller1006	8/12/2020	FLAPS TRAVEL TO FULL DOWN INTERMITTENT				marst
005	Fuller1006	8/12/2020	R/H ENGINE ICE VANE LIGHT ILLUMINATING INTERMITTENTLY DURING				marst
006	Fuller1006	8/12/2020	L/H NAV LIGHT INOP				marst
007	Fuller1006	8/12/2020	R/H FUEL GUAGE ERRATIC				marst
008	mlleer1007	8/18/2020	WHEN TURNING ON RADAR, ERROR MESSAGE APPEARS.				marst

All Items Accounted For: Inspector



Date 8/20/2020

Bo Mac Air

Flight Log

PIC <u>Row McFassell</u>		SIC		A/C Type <u>Beechcraft B200</u>		A/C N# <u>198DM</u>		Date <u>13 August 2020</u>						
OAT	Starting ITT		Flight Leg	From	To	FLIGHT/BLOCK TIME				Flight Block	Cycles	Fuel Added	Remarks/	
	#1	#2				Out	Off	On	In					
			1	KOPA	KRFD	14:35	14:47	15:04	15:09	.3	.5	1		8018.9
			2											
			3											fit log 1018.9
			4											
			5											
			6											
			7											
Totals										.3	.5	.1		
Airframe Hobbs		Engine/Gear Cycles		Trend Monitoring								Crew Comments		
Ending <u>8018.9</u>		Cycles <u>1</u>		Engine OAT PA(P) IAS(P) ITT TQ N ₁ OP OT FF								Reposition To Enemy Air		
Brgt Fwd <u>8018.6</u>		Brgt Fwd <u>6359</u>		#1										
Fit Time <u>.3</u>		Total <u>6360</u>		#2										
Ending Fuel LBS		GPS Data Expiration Date												
Ending Oxygen LBS														
Scheduled Maintenance Record														
Date:		Hobbs:												
Signature:		A&P#:												
						Time Conversion								
						0-3 = .0								
						4-9 = .1								
						10-15 = .2								
						16-21 = .3								
						22-27 = .4								
						28-33 = .5								
						34-39 = .6								
						40-45 = .7								
						46-51 = .8								
						52-57 = .9								
						58-60 = 1.0								

157407

R, LLC

Rockford, Illinois 61125

Fax

AirInc 132.00 3-2889

Date: 8/20/20

Name:

Address:

Chronos

voice: 20-205870

A/C Type:

King Air

N #

198DM

Jet A

100LL

Auto

DSL

Operator:

Truck:

To: Chronos Aviation
CHRONOS

Fuel Load:

Top (+)
All

Sealed for Accuracy

Meter

3322

Meter

3173

Tot:

149

End:

Start:

2145

Received:

Gallons End

Your Sale No.

Gallons Start

Previous Sale No.

Product/Service

Price

Extension

Total

Quantity

Units

un

304.000

Gallon

Ticket #: 157407

Subtotal

Sales Taxes/Fees

Total Due

Paid-American Express/