

Laura Abraham
Air Safety Investigator
Central Region

Date: November 10, 2024

Subject: CEN23FA173 - N6798T - Examination of Maintenance Records
Summary

The following items were noted during a review of the airplane maintenance records:

1. The airplane engines had not been overhauled since November 2001.
2. The fluid carrying lines were replaced at the last engine overhaul in November 2001 and had not been replaced since then.
3. The airplane had an annual inspection in August 2022. The engine was found to be airworthy by Mr. Vince Hammons and was signed off as such. However, the airframe was found to be unairworthy by Mr. Vince Hammons. A mechanic at Rite Way Aviation in Spring, Texas, continued the annual inspection and rectified the unairworthy airframe items found by Mr. Hammons. The mechanic at Rite Way Aviation found the airframe to be airworthy and returned it to service in January 2023.
4. Prior to the August 2022/January 2023 annual inspections, the airplane had not had an annual inspection since June 2013.
5. The SID 97-3G, dated 24 March 1997, Revised 21 October 2015 and SID05-07, Continental Airworthiness Instructions for TCM Fuel Injection Nozzles, June 24, 2005, was performed by Mr. Hammons, noted in the engine logbook, and signed on 15 August 2022. These SIDs no longer exist. The current procedure, dated September 2019, is found in Chapter 6 of the

Continental Aerospace Technologies Standard Practice Maintenance
Manual-Spark Ignited Engines, Publication M-0.

AVIATION SERVICE COMPANY
[REDACTED]

11/20/01 N6798T HOBBS TIME: 1153.7 TOTAL TIME: 3303.6

Completed Annual inspection this date. IAW current Cessna 310 service manual. Opened all access panels. Checked all cables, lubricated all pulleys. Cleaned fuel screen. Performed gear swing and emergency extension, all functions normal. Installed new ELT battery and tested as per FAR 91.207(d), all functions normal. Battery replacement due: 10/01. Installed all new side windows. Installed new left and right seat tracks on pilot's seat. Installed left and right engines after overhaul by Certified Engines Unlimited, Inc. Left engine serial # 88439-5-D-R, right engine serial # 88443-5-D-R. Complete exhaust system, left and right engine was overhauled by PMA Fabricators Inc., see yellow tags in logbook. Installed all new fluid carrying lines. Lines fabricated by: Precision Hose Technologies. Complied with AD 72-14-08 R1 Flexible hose assemblies Eff 9/4/81 By inspection and pressurization, no defects noted, next inspection due: 1213.7 Hobbs. Engines ground run and leak check satisfactory. Test Flight satisfactory.

"I certify that this airframe has been inspected in accordance with an annual inspection and has been found to be in an airworthy condition at this time."

[REDACTED] A&P 5 [REDACTED]
Dan Older

Photograph 1. 2001 airframe annual inspection indicating replacement of fluid carrying hoses (Airframe Log)

AVIATION SERVICE COMPANY

11/20/01

N 6798T

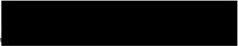
HOBBS TIME:1153.7 TT ENG: 1150.3

ENGINE SMOH: 0.0

Completed annual inspection this date. Serviced with 10 quarts of AERO Shell Mineral oil. Engine ground run and leak check satisfactory.

"I certify that this engine has been inspected in accordance with an annual inspection and has been found to be in an airworthy condition at this time."


Dan Older

A&P 

Photograph 2. 2001 annual inspection of right engine indicating zero time on engine after engine overhaul (Right Engine Log)

WAYNE'S AIRCRAFT SERVICE		AIRCRAFT LOG	
[REDACTED]	(KLUD)	07junL2013 MODEL 310D	N# 6798T S/N 39098 TT 3561.6 TAC 1411.3
Inspected both brakes – no leaks, ops check OK. Changed air filters. Lubricated all controls. Inspected instrument panel and shock mounts. Reinstalled all plates. Visually inspected heater. Replaced left tip tank fuel level mechanism, and right tip tank quick drain. Checked and lubed trim mechanism. Inspected fuel tank vents and tanks for correct markings. Checked ELT per FAR 91.207(d) Battery replacement due AUG. 2014 ops check normal. Checked ADs, see report with log books. <i>"I certify that this airframe has been inspected in accordance with an Annual inspection and FAR 43 APDX "D", and aircraft is returned to service."</i> [REDACTED] Allen W. Watts I.A. [REDACTED]			

Photograph 3. 2013 airframe annual inspection (Airframe Log)

WAYNE'S AIRCRAFT SERVICE
[REDACTED] (KLUD)

07JUn2013
MODEL 310D

ENG—CONTINENTAL
TT 1406.7

N# N6798T
S/N 39098
MODEL IO-470
TSMOH 252.0

TAC 1411.3
S/N 88439-5-D-R

Comp. check RIGHT #1 65/80 #2 69/80 #3 74/80 #4 64/80 #5 76/80 #6 68/80 Changed air filter. Removed all plugs cleaned and reinstalled. Checked all lines, no leaks noted and inspected exhaust stacks and muffler assy. All found serviceable. Checked engine to magneto timing. Removed, and replaced oil filter, installed 11 qts 15w50 wt oil Aeroshell each eng. R/R cleal fue linjector, Ran and checked engines, all engine operations appear normal at this time. Checked ADs, see report with log books. Performed the inspection I/AW the service manual
"I certify that this engine has been inspected in accordance with an 100hr/Annual inspection and FAR 43 APDX "D. Engine is returned to service."

[REDACTED]
Allen W. Watts I.A. [REDACTED]

Photograph 4. 2013 right engine annual inspection (Right Engine Log)

<u>LEFTENGINE LOG</u>			
WAYNE'S AIRCRAFT SERVICE			
[REDACTED] (KLUD)		07JUn2013	N# N6798T
		MODEL 310D	S/N 39098
		ENG—CONTINENTAL	MODEL IO-470
		TT 1406.7	TSMOH 252.0
			TAC 1376.7
			S/N 88439-5-D-R
Comp. check LEFT #1 74/80 #2 74/80 #3 66/80 #4 74/80 #5 78/80 #6 74/80. Changed air filter. Removed all plugs cleaned and reinstalled. Checked all lines, no leaks noted and inspected exhaust stacks and muffler assys. R/R fuel injector clean, All found serviceable. Checked engine to magneto timing. Removed, and replaced oil filters, installed 11 qts 15w50 wt oil Aeroshell each eng., Ran and checked engines, all engine operations appear normal at this time. Checked ADs, see report with log books. Performed the inspection I/A/W the service manual <i>"I certify that this engine has been inspected in accordance with an 100hr/Annual inspection and FAR 43 APDX "D. Engine is returned to service."</i> [REDACTED] FA [REDACTED]			

Photograph 5. 2013 left engine annual inspection (Left Engine Log)

Engine Log Entries

1. Annual/100 hour Inspection due. Annual Inspection cw utilizing Cessna 310D Service Manual, Cessna PN P150-08-13, Revision 8 (August 2021), Section 5-10-00.
2. Compression checks: RH ENG: #1-71/80; #2-66/80; #3-72/80; #4-65/80; #5-64/80; #6-75/80. LH ENG: #1-62/80; #2-72/80; #3-66/80; #4-64/80; #5-65/80; #6-68/80.
3. Removed and installed newly gapped spark plugs (018) both engines. Operational checks cw.
4. Removed, cleaned and inspected all Fuel Injector Components from Fuel Controller to each cylinder. Cleaned and flushed all fuel injector lines, cleaned all fuel injectors and reinstalled, cleaned fuel distributors due to debris causing blocking of even fuel flow to each injector. Reinstalled all fuel system components and ran flow check with even distribution of fuel on all injectors. See Squawk 5 below.
5. Installed meters both engines per Continental SID 97-3G for setting up of metered and unmetered fuel pressure. Cleaned engine bays. Ran engines. Noted high RPM, with correct metered and unmetered fuel pressures. Adjusted RPM to 700 @ idle. Metered fuel pressure remained constant at @16 PSI through all ranges and unmetered fuel pressures were 10 psi @ idle and 26.0 PSI @ 2600. Ran LH engine and adjusted idle to 700 RPM with pressures at metered and unmetered settings per Table 3 of Continental SID 97-3G.
6. Oil change cw. Next due 50 hours @ Hobbs 1576.4 or TTAF 3647.1/TTE: 155.9.
7. AD Research cw through Revision 2022-10 with no engine ADs due at this time.

CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND IS IN AIRWORTHY CONDITION AT THIS TIME. NEXT ANNUAL INSPECTION DUE AUGUST 2023.

Vince Hammons

15 Aug 2022

Photograph 6. August 2022 right engine annual inspection (Right Engine Log)

DATE	RECORDING TACH	TODAYS FLIGHT	TOTAL TIME IN	Description of Inspections, Tests, Repairs and Alterations
19				Aircraft Make Model: Cessna 310D Registration: N6798T Aircraft Serial Number: 39098 Engines: Continental IO-470-D LH ENG SN: 88439-5-D-R RH ENG SN: 88443-5-D-R Propellers: Hartzell HCA2XF-2 LH HUB SN Y2004 LH Blade SNs #1- A18915/#2-A21484 RH HUB SN Y1709 RH Blade SNs #1-A20395/#2-A20625 Hobbs: 1526.4 TTAF: 3647.1 LH TTE: 1515.9 LH TSMOH: 372.7 RH TTE: 1523.0 RH TSMOH: 372.7 LH TTP UNK LH TSPOH: 115.1 RH TTP: UNK RH TSPOH: 321.4 AIRFRAME ENTRY 1. Annual Inspection due. Annual Inspection cw utilizing Cessna 310D Service Manual, Cessna PN P150-08-13, Revision 8 (August 2021), Section 5-10-00. 2. Airworthiness Directive research due. AD Research cw through Revision 22-10. 3. AD72-14-08R1 Fuel Hose Leakage, effective date 4 Sep 81 due. AD CW 11 Aug 22AD per paragraph (B) Next due @ TTAF 3707.1 (60 Hours). 4. AD2014-03-03, Icing Conditions Flight Prohibition, effective 7 Apr 2014 due. CW per AD Paragraphs (g)(2)(i) and (g)(2)(ii)(A) by installing placards and Paragraph (g)(1) incorporating the limitations identified in Appendix 1 of the AD. AD Non-recurring. 5. AD2016-17-08, effective 12 Sep 2016 due. AD CW 11 Aug 2022, TTAF: 3647.1 Hobbs: 1526.4 by inspection and AD CW by replacement of elevator trim tab push-pull rod attachment hardware on the elevator trim tab actuator and trim tab ends of the push-pull rod and replaced with new hardware per Textron Aviation, Inc.(Cessna) Multi-engine Service Bulletin (SB) No. MEB-27-02R1, dated June 15, 2016. NAS464P3-8 Bolt NAS1149F0332P Washers MS17826-3 Nuts and MS24665-132 Cotter Pins. AD re-inspection of hardware next due @ 3757.1(110 hours) or Aug 2023 (whichever first)per paragraph (f)(2). AD next due TTAF: 3757.1 or Aug 2023 (whichever first).

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Photograph 7. August 2022 airframe annual inspection (Airframe Log)

6. AD 97-18-02R1, Fluorescent Dye Penetrant and Eddy Current Inspections due, effective July 31 2003, on both Propellers. Both spinners and propellers removed for completion. AD CW on both propellers BY BYAM PROPELLER FT WORTH TEXAS REPAIR STATION #WN1R590K. ON 8 SEP 2021 TTAF: 3647.1 Hobbs: 1526.4 (REFER TO FAA FORM 8130-3 DATED 8 SEP 2021 (2 each)). Both spinners and propellers reinstalled with new "O" Rings, torqued and safety wired per Cessna 310D Service Manual, Section 61-00-00. Leak and operational checks good at this time. NOTE: 97-18-02R2 CW. NOTE: Repetitive inspection is required at intervals 500 hours TIS or 60 calendar months, whichever occurs first. AD Next due @ TTAF: 4147.1 TTAF OR SEP 2026.

6. AD 72-14-08R1, Engine Compartment Flexible Hose Assemblies, effective 4 Sep 1981 due. AD CW per paragraph (B) cw on both engines. AD next due TTAF: 3707.1 (60 hours).

7. Found corroded skin and holes on both wing station aft nacelle housings at WS 73.5R/L. Discovered both Heater Ejector Assemblies had holes in the outer casings and insulation burned or missing. This caused exhaust gases to heat upper outer skin causing heat related corrosion. Removed both ejector assemblies and repaired, primed and painted both upper outer skins IAW Standard practices per AC43.13. Cleaned lower wing skin under ejectors and aft spar. No damage noted, insulation blown out lodged between ejector and upper wing skin and spar provided protection from damage. Cleaned both wing skins and aft spar at ejector location and painted with heat resistant paint. Installed two serviceable ejectors removed from other aircraft. Engine runs and operational checks performed with no external leaks noted.

8. LH Engine OB Exhaust Assembly spring at firewall broken. Removed and replaced spring Cessna PN 0850489-1.

9. RH OB LE of Horizontal stab had slight hangar rash (paint only). Prepped, inspected for damage and painted white.

10. HOBBS Meter runs when Master Switch turned on. Discovered the Air Speed switch for the Hobbs was not wired into the circuit. Contacted Cessna since no mention in Service Manual and discovered it was a mod between D and F Models. Textron Cessna provided schematics and Hobbs wired correctly. The Airspeed switch was stuck due to dirt/corrosion. Removed, cleaned and reinstalled Airspeed Switch. Operational checks good.

11. All interior sidewalls and headliner removed for replacement of new interior. New interior provided by Airtex, Airtex PN SEAT SUPPORT MATERIAL, ID# 062821 and DURATRIM VINYL DT-78-A ELK, ID# 031952 installed.

NEXT time →
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Photograph 8. August 2022 airframe annual inspection (Airframe Log)

12. Baggage and Cabin Entry Doors missing slide assemblies. Replaced slide assemblies, operational checks good at this time.

13. ELT was found to have a corroded circuit board due to battery leakage. Removed and replaced ELT with ARTEX ELT 345 and remote switch. INSTALLATION OF ELT PN 8102 MAN DATE 11/08/21 SN 317-11710 15 DIGIT HEX: 2DC99 EDB7C FFBFF CAGE CODE 18560, SOFTWARE K3-01-0106 REV F2. The ELT was installed and mounted at FS 123.0. ELT ANTENNA PN A3-06-2892-1, SN 392814-027 MFR 090921. The ELT Antenna is located at FS 133.0 upper fuselage skin. ELT REMOTE SWITCH ACR ELECTRONICS PN A3-06-2757 REV E SN 393245-021

10/2021. The Remote Switch was mounted on the LH Pilot's Instrument Panel at FS 17.0. Wiring for the remote switch was routed from the ELT Unit at FS 133.0 on the LH side of the fuselage to the location on the instrument panel at FS 17.0.

14. Emergency window cables and brackets installed backwards and wires routed incorrectly making the window removal in an emergency inoperable. Found excessive sealant (more than 1 inch thick on trailing edge of emergency outer window due to excessive curvature of trailing edge frame. Removed emergency window, repaired broken outer plexiglass, repaired window frame, primed and painted. Reinstalled with minimal sealant and cleaned and rerouted emergency window cables. Operational checks good at this time.

15. RH Main Landing Gear strut will not hold air. LH MLG unable to serviced due to internal corrosion in the metering pin, not allowing strut to move. Removed Landing gear assemblies from aircraft, stripped, cleaned and painted assemblies. Removed and replaced all internal seals with TRIMCRAFT rebuild kits. Reinstalled both Main Landing Gear and replaced Landing Gear downlock switches due to corrosion. All control arms from fuselage bellcrank outward removed, bearings replaced as need, stripped and painted. Reinstalled. All operational checks cw. Struts Serviced with Hydraulic Fluid and Nitrogen cw with no leaks noted at this time.

16. Nose Landing Gear cannot be serviced due to internal corrosion. Removed NLG Assembly and all actuating arms from rear push/pull tube in nose wheel well to NLG strut. Cleaned, primed and painted all tubing and braces/brackets. Removed and replaced all drive pins in each tube control arm after cleaning and internally lubing each tube. Cleaned, primed and painted NLG external housings. Replaced all inner seals and NWS internal bearings. Removed and replaced external NLG Upper guide bushings. Reinstalled and rigged NLG System. Serviced strut with Hydraulic Fluid and Nitrogen. NO leaks noted at this time. All operational checks cw with no anomalies noted.

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Photograph 9. August 2022 airframe annual inspection (Airframe Log)

17. All Landing gear doors require rig checks. Found both MLG Doors drooping. Adjusted as necessary for tight door to wing fit. NLG Doors adjusted accordingly. Removed, cleaned, primed and painted NLG fwd closeout door. Operational fitment checks cw.
18. Both MLG and NLG Tires/Tubes removed and replaced. Each serviced with nitrogen. No Leaks noted at this time.
19. Both MLG brake pads worn. Removed and replaced all 12 pads. Serviced brake system with hydraulic fluid. Brake operational checks cw with no anomalies at this time.
20. LG Motor Limit Switches out of adjustment in both upper and downward positions. Adjusted as necessary (see Sq # 16 and 17 for ops checks).
21. Landing Light requires rigging after NLG Strut Rebuild. NLG Light adjusted to 3 degrees down per Cessna Service Manual.
22. NWS System requires rerig after NLG Removal and installation. NWS Cables rigged to 85 lbs (80 F) and safetied with .041 safety wire.
23. Adjusted tension on Rudder cables due to rudder rig being off center when NLG is centerlined. Removed safety wire on cables and adjusted rudder CL with NLG. Tension set to 85 lbs at the rudder pedals per Cessna Service Manual, Section 27-20-01.
24. LH Engine Fuel Drain Sump cable frozen and stiff and not properly attached to LH Sump. Removed cable and bracket assembly at engine nacelle, soaked and cleaned thoroughly. Reinstalled. Operational checks good at this time.
25. RH Engine Sump lower bail retainer cracked. Repaired with external splice. Reinstalled.
26. LH Instrument Panel removed to rebuild for installation of new avionics. Panel manufactured using .090 sheet of 2024T3. Removed mounting brackets from old panel and installed on new.
27. Reinstalled Airspeed Indicator, Vertical Speed Indicator, Altimeter after overhaul. Installed new chronometer. Installed STECH Turn Coordinator, ELT Remote Switch and GPSS Switch. (NOTE: AP INOP). Installed two Garmin G5 Instruments. All other instrumentation removed. Removed Vacuum selector and lines from forward bulkhead instrument lines due to dual installation of G5 instruments.

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Photograph 10. August 2022 airframe annual inspection (Airframe Log)

28. Removed RH Instrument panel for cleaning and repaint. Reinstalled all instrument lighting and
D Overhauled dual RPM, Tach, Fuel Pressure, 3-n-1 Instruments (x2) and Main Fuel Capacity Gauges after
overhaul. Reinstalled Hobbs Meter and Auxiliary Fuel Indicator. Removed OAT and Suction Gauges due to
1 Installation of Dual G5s.

29. Installed the following avionics: Dual G5's, replaced unserviceable GMA 340 Audio Panel,
Reinstalled Mark 12D as (#2) Radio, Garmin GNS 430W and APPAERO Stratus ESG Transponder for ADSB
Compliance. Two GPS Antennas and 2 Garmin Splitters. Installed 4 new circuit breakers for new
equipment installation. FAA Form 337s cw this date. RG 400 Cables installed with appropriate
connectors. All work cw using the appropriate current installation and service manuals. Configuration
and operational check HAVE NOT been done at this time to be completed by a qualified avionics shop.

30. Installed new Glideslope antenna in the nose due to broken antenna. Installed two new BNC C type
connectors.

31. Removed entire Vacuum Driven Autopilot system from aircraft.

32. Aircraft requires re-weighing due to large amounts of work being done during this maintenance
evolution. Aircraft reweighed and new EWB is as follows: Aircraft Empty Weight: 3114.75 Aircraft
EWCG: 33.70 EWM: 104969.875. A copy of the new Weight and Balance Report was given to the owner for
placement in required carry on documentation. The Original of the report is part of the aircraft
permanent record.

33. Removed, cleaned, primed and painted rear seat seat tracks due to corrosion and nicks on slider
portion of seat track. Reinstalled and operational checks good with seats.

34. Floor below Co Pilot Rudder Panels corroded. Cut out damaged area of skin and spliced a 3" x 5"
sheet of 2024 T3, .032 skin.

THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND IS UNAIRWORTHY FOR THE
FOLLOWING: TWO YEAR TRANSPONDER CHECKS NOT CW, INSTALLATION OF GARMIN G5S AND GNS 430 CONFIGURATIONS
NOT COMPLIED WITH. AIRSPEED ALTITUDE AND OTHER GROUND CHECKS DUE FOR G5s. Circuit Breaker Panel
Markings incomplete. A list of discrepancies has been given to the owner this date.

Vince Hammons

AP

15 Aug 2022

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-END-

Photograph 11. August 2022 airframe annual inspection deemed unairworthy (Airframe Log)

Eric E. Hodges

15 Aug 2022

RE: N6798T, SN 39098

Dear Sir:

IAW 14 CFR, Part 41.911 (B), an Annual Inspection was performed on your Textron Cessna 310D, N6798T, SN 39098 and the following items were considered to be unairworthy at the time of the inspection:

- a. Two Year Transponder Check requirements;
- b. Installation of the new Garmin G5 suite and Garmin GNS 430W were completed, however the configuration and ground checks were not conducted;
- c. Circuit Breaker Panel Markings incomplete;
- d. The Circuit Breaker Panel was restored and the circuit breaker markings for the initially installed circuit breakers are required to be labeled as to their function;
- e. Partially installed components of the autopilot system, specifically the STECH Roll Computer/ Turn Coordinator and GPSS Switch need to be labeled as INOP; The Turn and Bank function was wired and is operative at this time. No Servos or brackets were installed awaiting the appropriate STC authorization from STECH/GENESYS for the aircraft;
- f. Compass Correction Card not installed;
- g. Markings for the AVIONICS Circuit Breaker and Avionics Master Switch are required;
- h. The table for POWER OFF STALL SPEEDS, located on the Circuit Breaker Panel was unreadable and the cover was repainted. The other required markings per TCDS 3A10 were placed, however the chart for the POWER OFF STALL SPEED was not applied. Application of this chart is required.

Once these items are addressed and their corrective action in the form of the appropriate Maintenance Log Book Entry is completed, the aircraft will be considered as airworthy for your Annual Inspection.

Your Annual Inspection Log Entries have been annotated and placed in each of the appropriate Airframe, Engine and Propeller Logbooks. The Engine and Propeller are Airworthy at this time and it is reflected in their respective Maintenance Logs.

Your Annual Inspection will be due by August 2023.

Vincent Hammons
Ap
15 Aug 2022

Photograph 12. List of deficiencies found during 2022 airframe annual inspection

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
19 _____				
 RITEWAY AVIATION an AEROHP Company				
AIRFRAME LOGBOOK ENTRY				
		01/20/2023	N6798T	Tach:1526.4
		- The ATC Transponder tests and inspections required by CFR 91.413 were found in compliance with CFR 43, Appendix E and F. - Performed configuration and ground checks of Garmin G5 Suite and Garmin GNS 430W. - Correctly labeled Circuit Breaker Panel - In reference to Annual Inspection Discrepancy Letter Dated 15 Aug 2022 by Vince Hammons AP [REDACTED] item "E". - Removed STECH Roll Computer and turn coordinator. - Installed New RC Allen Turn Coordinator, P/N: RCA83A-11-28 S/N: B622E094 - Installed New Compass Correction card. - Installed correct markings for the Avionics Circuit Breaker and Avionics Master Switch - Applied Power Off Stall Speed Chart - Replaced switch MS25253-1 for flap control. - Replaced Main Landing Gear Switch P/N: MS25253-1 Main Landing Gear "Green Light" Indicator P/N: MS25041-3. Installed new indicator light bulb, P/N: 327		
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Photograph 13. 2023 annual inspection (Airframe Inspection)

DATE 19 _____	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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- Repaired and Relocated Pilots PTT to left side of Yoke.
- Properly secured Instrument panel to structure.
- Replaced Generator Reverse Current Cutout Relay, Overhauled P/N: 0812483-2 S/N: AL70317

In reference to the work performed, all operational checks of the systems and components that Rite-Way Aviation has worked on have passed function and operational testing. The work performed was in reference to an Annual Inspection Deficiency Report. Annual Inspection and deficiency report was generated on 15 Aug 2022 by Vince Hammons AIP [REDACTED]

This aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order 24646.

Signed: [REDACTED]
signature of authorized representative



Rite-Way Aviation
Repair Station [REDACTED]

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Photograph 14. 2023 annual inspection and approved for return to service (Airframe Log)

