



Laura Abraham
Air Safety Investigator
Central Region

Date: November 9, 2024
Subject: CEN23FA173 - Email Correspondence from Mechanic
Contact: Vince Hammons-Airframe and Powerplant Mechanic

Hi Laura-

RE: N6798T SN 39098

In reference to our telecon on November 7, 2024, the following information is provided:

In reference to your inquiry about completion of Continental SB 20-01, issued 20 Feb 2020, our records do not indicate that the particular Service Bulletin was or was not completed. To be clear, our policy is any Airworthiness Directive that incorporates a Service Bulletin, or any Mandatory Service Bulletins are required to be completed in order for any aircraft under our maintenance activity to be completed as a condition of airworthiness, as well as the applicable Federal Aviation Regulations.

We accomplished an extensive pre-purchase due to the initial inspection request by the owner. Further detailed records can be provided if necessary.

In accordance with the Inspection requirements of the Cessna Inspection Criteria as indicated in the Cessna 310 Maintenance Manual Series, Cessna PN P150-08-13, Revision 8 dated August 2021, Inspection Operations, ATA 05-12-03 and general practices, we can say that each engine Fuel distribution system was systematically cleaned from the fuel control, to the fuel distribution assembly, to each engine in accordance with Continental SID 97-3G, dated 24 Mar 97, Revised 21 Oct 2015 and

SID05-7, Continued Airworthiness Instructions for TCM Fuel Injection Nozzles, June 24, 2005. All of our tested flow checks indicated clean, evenly distributed fuel to each injector, and extensive post runs accomplished.

As part of the fuel system, we did clean and reinstall each fuel screen and safetied [sic] IAW Cessna Service Manual listed above. In addition, each fuel sump was cleaned, operationally checked and serviceable.

To be clear, extension [sic] ground operations runs were performed due to the heavy maintenance evolution for the aircraft prior to release to the owner. The owner was heavily involved in each maintenance revolution and was present and observed each operation. We encourage owners to be involved with any maintenance of our aircraft to further enhance their knowledge and understanding of their systems. We have found that this also helps to eliminate any communication misunderstandings.

The aircraft engines were fully operational through all ranges and a final detailed visual post inspection was performed with the owner prior to release of the aircraft from our understanding to be completed by Rite-Way Aviation. Our association was completed with no further interaction after turning over possession of the aircraft to the owner. No further communication between the owner or myself was ever initiated post August 2022. We received no communication from Rite-Way concerning this aircraft after we turned over possession to the owner.

The aircraft left our possession sometime around August 2022, with completed log entries and a list of unairworthy items given to the owner. Provided as attachments are the following:

Cessna 310 Maintenance Manual, section 05-12-01 Inspection Intervals.

Cessna 310 Maintenance Manual Cover Page (We ordered and received the newly revised edition prior to starting any maintenance).

Please do not hesitate to call or email if anything else can be provided. Extensive daily records are on file, as well as photos and email correspondences and communications with our local FSDO and Cessna as the need arose.

Vince Hammons