

YEAR

20

DATE

Riegelman Aviation Co., LLC

Mobile service to fit any schedule

"serving the Midwest"

Ph. [REDACTED]

FAA CRS # [REDACTED]

Cell [REDACTED]

N # 1025C

ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. x 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16	
TOL. ± FT.	20	20	20	20	25	30	30	35	70	40	60	80	90	100	90	110	
ACTUAL FRICTION	+5	+5	+10	+10	+10	+10	+10	+10	30	+10	+10	70	25	40	30	70	
TEST ALT. x 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)							
TOL. ± FT.	120	130	140	155	180	205	230	255	280	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99
ACTUAL FRICTION	70	80	90	120	140	160	180	255	250	7	5	3	12	0	+9	+7	+8
HYSTERESIS (TOL. ± 75 FT.): MAX. 50% +20 40% +20										AFTER EFFECT (TOL. 30 FT.): OK				CASE LEAK: OK			

ALTIMETER MAKE: BENDIX/KING

MODEL KEA130A

S/N 33267

BLIND ENCODER MAKE:

MODEL

S/N

TRANSPONDER MAKE: GARMIN

MODEL GTX 330

S/N 84107478

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20,000 FT. TO COMPLY WITH FAR 91.411

CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.

CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.

CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the following work number.

Date: 5-16-19

Tech/Hobb:

1283.7

W.O.

2445

Signed [REDACTED]

Notes

N1025C DATE: 5/18/2019 HOBBS: 1283.7 AIRCRAFT TT: 1283.7

Completed annual inspection this date. Inspected airframe IAW FAR 43 Appendix D and Mooney inspection checklist. Lubed flight controls and greased landing gear - checked pre loads on gear and performed normal and emergency extend tests -- all satisfactory. Tested ELT IAW FAR 91.207(d) - **batteries due May 2020**. . Replaced right nav light bulb with RA 7512-24. All AD'S current through AD **2014-15-18 (DNA as per a/c s/n)**. **Oxygen bottle out of hydrostatic test** and is depleted and placarded inop. **NOTE: Induction air filter due again at 1710.9 Hobbs**. Completed 24 month IFR tests, **due again May 2021**. I certify that this aircraft has been inspected IAW annual inspection and has been determined to be in airworthy condition.

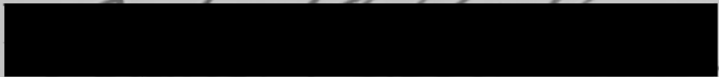
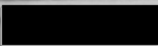

Mark A. Riegelman AP  IA

YEAR
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DATE

N1025C DATE: MAY 9, 2020

HOBBS: 1303 AFTT: 1303

Completed annual inspection this date. Inspected airframe IAW FAR 43 Appendix D and Mooney inspection checklist. Lubed flight controls and greased landing gear - checked pre loads on gear and performed normal and emergency extend tests - all satisfactory. Replaced batteries in ELT and tested IAW FAR 91.207(d) - **batteries due May 2022.** . Replaced beacon bulb with WHELEN P/N: 34-0226010-91. All AD'S current through **AD 2014-15-18 (DNA as per a/c s/n).** Oxygen bottle out of hydrostatic test and is depleted and placarded inop. **NOTE: Induction air filter due again at 1710.9 Hobbs.** 24 month IFR tests, **due again May 2021.** I certify that this aircraft has been inspected IAW annual inspection and has been determined to be in airworthy condition.


Mark A. Riegelman AP  IA

YEAR
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DATE

Riegelman Aviation Co., LLC
"serving the Midwest".

Ph. [REDACTED]
Cell [REDACTED]

Mobile service to fit any schedule

FAA CRS # [REDACTED]

ian or

ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

N # 10250

TEST ALT. x 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16		
TOL. ± FT.	20	20	20	20	25	30	30	35	40	40	60	80	90	100	90	110		
ACTUAL FRICTION	-20	-8	+15	+10	-7	+10	+13	-2	40	14	-30	+10	-24	89	30	85		
TEST ALT. x 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)								
TOL. ± FT.	120	130	140	155	180	205	230	255	280	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99	
ACTUAL FRICTION	100	120	X	X	X	X	X	X	X	-7	-20	-13	-12	0	+10	+7	+14	
HYSTERESIS (TOL. ± 75 FT.): MAX.										50% 0		40% MAX. +9		AFTER EFFECT (TOL. 30 FT.): OK			CASE LEAK: OK	

ALTIMETER MAKE: Bendix/King

MODEL KEA 130A

S/N 33267

BLIND ENCODER MAKE:

MODEL

S/N

TRANSPONDER MAKE: Garmin

MODEL GTX 330

S/N 84107478

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 26,000 FT. TO COMPLY WITH FAR 91.411

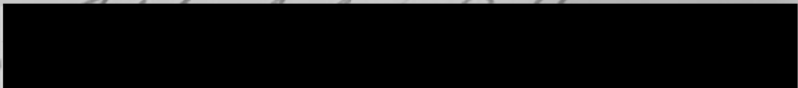
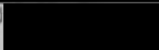
CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.

CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.

CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the following work number.

Date: 5-20-21 Tech/Hobb: 1341.9 W.O. 2677 Signed: [REDACTED]

YEAR 20____ DATE	RECORDING TACH TIME	TODAY'S 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.)
				N1025C DATE: MAY 22, 2021 HOBBS: 1341.9 AFTT: 1341.9 Completed annual inspection this date. Inspected airframe IAW FAR 43 Appendix D and Mooney inspection checklist. Lubed flight controls and greased landing gear - checked pre loads on gear and performed normal and emergency extend tests – all satisfactory. Tested ELT IAW FAR 91.207(d) - batteries due May 2022. . All AD'S current through AD 2014-15-18 (DNA as per a/c s/n). Oxygen bottle out of hydrostatic test and is depleted and placarded inop. NOTE: Induction air filter due again at 1710.9 Hobbs. Completed 24 month IFR tests, due again May 2023. I certify that this aircraft has been inspected IAW annual inspection and has been determined to be in airworthy condition.  Mark A. Riegelman (AP ) IA

YEAR 20____ DATE	RECORDING TACH TIME	TODAY'S 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.)
_____ Date: 9/03/2021; Aircraft: N1025C; Type: MOONEY M20R; S/N: 29-0308; Hobbs: 807.60; Total Time: ***Engine*** _____ Changed oil and filter p/n CH48109-1, cut filter, no metal noted. Serviced engine with 8 qts Phillips 20W50 oil. Ground run for ops and leaks check normal (BP). _____ Benjamin J. Pitterle A&P [REDACTED] IA _____ [REDACTED] FA [REDACTED] ☐ Wisconsin Aviation - Madison [REDACTED] Madison, WI 53704 [REDACTED]  ☒ Wisconsin Aviation - Watertown [REDACTED] Watertown, WI 53094 [REDACTED]				

YEAR 20____ DATE	RECORDING TACH TIME	TODAY'S 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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Lakeland Aviation of Minocqua, Inc.

Date 5-27-22 N1025C Tach 1383.4 ACTT 1383.4

I certify that this airframe has been inspected IAW an annual inspection as per FAR 43 appendix (d) and is considered airworthy at this time. ELT checked as per FAR 91.207(d), found ok, install new D cell batteries , batteries due again May 24. Induction air filter due again at 1710.9. All Ads current.

Michael Tamburrino AP [REDACTED] IA [REDACTED]

YEAR

20

DATE

Lakeland Aviation of Minocqua, Inc.

FAA CRS #

N # 1025C

ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. x 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16	
TOL. ± FT.	20	20	20	20 70	25	30 70	30 70	35	70	40	60	80 80	90	100	90	110	
ACTUAL FRICTION	-20	-10	+10	+10 30	-10	+10 20	+10 20	5	40	+15	-30	-40 30	-25	-80	30	-80	
TEST ALT. x 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)							
TOL. ± FT.	120	130 100	140	155 120	180 140	205 160	230 180	255	280	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99
ACTUAL FRICTION	-90	-110 20												0			
HYSTERESIS (TOL. ± 75 FT.): MAX.				50% 0	40% MAX. +10				AFTER EFFECT (TOL. 30 FT.) OK				CASE LEAK: OK				

ALTIMETER MAKE: Bendix-King
 MODEL: KEA 130A
 S/N: 33267

BLIND ENCODER MAKE:
 MODEL:
 S/N:

TRANSPONDER MAKE: Garmin
 MODEL: GTX 330
 S/N: 84107478

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 20,000 FT. TO COMPLY WITH FAR 91.411

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CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the following work number.

Date: 5-11-23 Tach/Hobb: 1410.1 W.O. 5034 Signed:

YEAR

20

DATE

RECOMMEND
TACH
TIMETODAY'S
FLIGHTTOTAL
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.)*Lakeland Aviation of Minocqua, Inc.*

Date 5-12-23 N1025C Tach 1410.1 ACTT 1410.1

I certify that this airframe has been inspected IAW a 100 Hr. / annual inspection as per FAR, appendix (d) and is considered airworthy at this time. ELT checked as per FAR 91.207(d), found Ok, battery due 5-24. Induction air filter due at 1710.9. Repair wiring for engine pre heater, Enrichen fuel mixture, and free up gascolator drain valve. Run up Ops check OK.

Michael Tamburrino AP [REDACTED] IA,