

YEAR RECORDING TODAY'S TOTAL

ENGINE MODEL: 912iS
ENGINE S/N: 7704665
REG. NO: N239BA
WORK ORDER: 9588-01-2023



Repair Station No. 5TCR105B

DATE: 3/22/2023
A/C TSN: 146.3
ENG TT: 146.3
HOBBS: 146.3

Engine Entries

Complied with Rotax 912is Annual Condition & 100 hour Inspections on this engine. Inspections were done IAW Chapter 05 20 00 Section 5.1 of the Rotax 912is Series Line Maintenance Manual. Researched ADs through 2023-06. Drained oil and sample taken. Inspected oil filter media. No discrepancies noted. Installed new filter p/n CS-825-012 and added 3 qts Aeroshell Sport Plus 4 oil. Compression tests (cold) were: 1- 78/80, 2- 77/80, 3- 79/80 & 4- 78/80. Installed new fuel filter p/n CS-874060. Inspected ignition system components. Cleaned and serviced induction air filter. Inspected and serviced cooling system as required. Downloaded ECU data. Ground run, operational and leak check satisfactory. I certify that I have inspected this engine IAW an annual/100 hour condition inspection and was determined to be airworthy. This engine is approved for return to service with respect to work performed at this date and time. The following maintenance and or discrepancies were addressed:---Removed oil sump tank, replaced loose quick drain gaskets with qty 2, new Rotax p/n 250010 gasket rings, safetied, and reinstalled sump tank. Leak checks satisfactory.---Following oil sump tank maintenance, the instructions of ICON SL-081221-A Mitigation of Air Contamination in Engine Lubrication System has been complied with satisfactorily (ref. FAA Exemption 10829B).---Rotax Service Instruction SI-912 i-025: Fuel pump assembly for ROTAX Engine Type 912 i (Series) found not to apply by fuel pump model and serial numbers. Rotax Alert SB 912-i-010iS also found not to apply due to fuel pump model and serial numbers. No further action required. **FAA EXEMPTION 10829B**

The aircraft, airframe, engine, propeller, or appliance above was repaired and / or inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service.

DATE: 3/22/2023

SIGNED

Daniel Tate
Certified Repair Station No. 5TCR105B

Work Order: 9588-01-2023

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MAKE: Icon Aircraft Inc.
MODEL: A5
S/N: 00096
REG. NQ: N239BA
WORK ORDER: 9588-01-2023



Repair Station No. 5TCR105B

DATE: 3/22/2023
A/C TSN: 146.3
HOBBS: 146.3

Airframe Entries

Complied with ICON A5 Annual Condition & 100 hour Inspections on this aircraft. Inspections were done IAW ICON A5 AMM Issue C6, Chapter 3 checklists. Researched ADs through 2023-06 and SBs to date. SB compliance to follow below. Tested ELT IAW FAR 91.207(d). No defects noted. ELT battery due 25 Jan 2024. ELT remote battery PX28L expires Mar 2024. ELT audio alert indicator battery CR-2 expires Jan 2025. I certify that I have inspected this aircraft IAW an annual/100 hour condition inspection and was determined to be airworthy. This aircraft is approved for return to service with respect to work performed at this date and time. Reference FAA Exemption 10829B. The following maintenance and/or discrepancies were addressed:
—Complied with a 2 year aircraft weighing referencing A5 MM 100146-00 and POH 6.5. Updated POH and copied aircraft records as required. Next due 03/2025. —Installed new battery p/n RG-25XC s/n 41281864. Next recommended replacement 3/31/2026, 1946.3 AFTT or on condition, whichever first. See FAA form 8130-3, dated 14 Feb 2023. —The corrective action of Service Bulletin SB 032420-A Recurring Inspection of the Nose Landing Gear Actuator Rigging and NLG Actuator Stop Switch Inspection has been complied with. Next due at 156.6—I hereby certify the inspection and repair has been completed in accordance with Service Bulletin SB011323-A, Engine Wire Harness Installation and all the referenced documents. Potentially unclear procedures have been clarified with ICON Aircraft. Ref. FAA Exemption 10829B. —I hereby certify the inspection and repair has been completed in accordance with Service Bulletin SB 121622-A, Increase Torque of Fuel Filler Neck Clamps and all referenced documents. Potentially unclear procedures have been clarified with ICON Aircraft. The corrective action of the Service Bulletin SB121622-A has been complied with. Ref FAA Exemption 10829B. —I hereby certify the inspection and repair has been completed in accordance with SB 122722-A, NLG Actuator End Torque and all the referenced documents. Potentially unclear procedures have been clarified with ICON Aircraft. The correct action of this Service Bulletin has been complied with. Reference FAA Exemption 10829B—Removed air rudder referencing Icon A5 MM 100036-00. The corrective action of Safety Bulletin SB-062322 REV A has been complied with and reported to ICON Aircraft Service. The upper air rudder hinge pin torque value upon inspection was less than 25 in/lbs and the torque value after adjustment is 58.53 in/lbs. Reinstalled air rudder referencing ICON MM 100034-00. Ref. FAA Exemption 10829B—The CAP service date entry on 4/15/2019 has been verified to be correct IAW ICON. The instructions of Service Letter SL-120122-A have been complied with (reference FAA Exemption 10829B)—I hereby certify the inspection and repair has been completed in accordance with SB112222-A, Flap Gas Strut) and all the referenced documents. Potentially unclear procedures have been clarified with ICON Aircraft. Ref. FAA Exemption 10829B.

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DATE: 3/22/2023

SIGNED:

Daniel Tate
Certified Repair Station No. 5TCR105B

Work Order: 9588-01-2023

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14d.

13c. Approval/Authorization (Signature)

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Block 12.

Condition for safe operation.

were manufactured in conformity with