



Trans Am Aviation Services, Inc.
1585 Aviation Center Parkway, Suite 1000
Daytona Beach, FL 32114

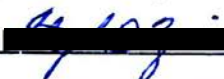
N5295Y
22-Oct-14

TACH TIME:	692.5
A/C TOTAL TIME:	6119.0
ENG TOTAL TIME:	5148.8
ENG TSMOH:	0.0
PROP TOTAL TIME:	6119.0
PROP TSMOH:	2866.0
Time in Service:	6119.0

I certify that this **AIRFRAME**, C-172S, S/N 172S9236 has been inspected in accordance with a **Annual Inspection**, as per 14CFR43 Appendix D, where applicable and was found to be in an airworthy condition at the time of inspection.

Removed Lycoming Engine IO-360-L2A S/N: L-31550-51A, installed overhauled engine Lycoming IO-360-L2A S/N: L-31476-51A. All bearings, hinges and pivot points were inspected and lubricated. Serviced aircraft battery, intake filter, brake master cylinders, Repacked all Wheel bearings and serviced tires. Inspected ELT I/A/W 14CFR91.207 (d) 1,2,3,4 found satisfactory. ELT BATT DUE: June 2016. R&R'd vac relief filter P/N B3-5-1. Replaced Main Vac filter with new P/N RAD9-18-1. Lubed chains and flaps as needed. Cleaned all windows.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in reference to current regulations of the Federal Aviation Administration & Cessna Service & Parts Manual and is approved for return to service. All AD's have been checked through **Bi-Weekly 2014-20**.

Signature: Stephen D. Zimmer  Certificate # 



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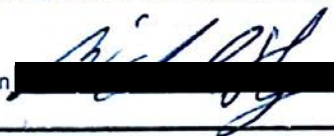
N5295Y
26-Nov-2014

TACH TIME:	744.1
A/C TOTAL TIME:	6170.6
ENG TOTAL TIME:	6007.2
ENG TSMOH:	51.6
PROP TOTAL TIME:	6170.6
PROP TSMOH:	2917.6
Time in Service:	6170.6

I certify that this **Airframe**-C172S, S/N:172S9236 has been inspected IAW a 50HR inspection and was found to be in an airworthy condition.

Serviced battery, brake master cylinders and tires. Replaced right main brake liners with new RA66-105. Replaced taxi light with new 4587 Removed comm 1 and 2 cleaned contacts reinstalled, radio check satisfactory. dressed up prop. checked attitude ind. hoses for good connections, ops check during run up sat. Performed post maintenance run up with no defects noted.

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

Michael Hayman  Certificate # 





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22-Oct-14

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Time in Service:	6119.0

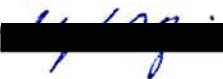
I certify that this **ENGINE**, Lycoming IO-360-L2A, S/N L-31476-51A, has been inspected in accordance with a **Annual Inspection**, as per 14CFR43 Appendix D, where applicable and was found to be in an airworthy condition at the time of inspection.

Removed this engine from Cessna 172S N21692 S/N 172S9651. Disassembled engine for major overhaul. Crankshaft, rods, and all internal steel sent to Aircraft Specialties and Services for inspection and yellow tag. Crankcases and Accessory case sent to Crankcase Services Inc. for overhaul and yellow tag. Crank sizes Mains STD and Rods STD Camshaft replaced with new P/N LW18840. Installed 4 new Lycoming Cylinders P/N 05K21104. Installed the following new parts:

- AEL13884 Bearing x 2
- 18D26098 Bearing half x 4
- AEL13521 Connecting Rod Bearing x 8
- LW75439-1 Gasket Set
- 69603 Intake Hose x 4
- STD-1821 Oil Return Hose x 4
- AEL-STD-2213 Crank gear bolt kit.
- AEL75061 Rod Bolt x 8
- AEL12186 Rod Nut x 8
- REM40E Spark Plug x 8
- AEL18109A-S Oil Pump Impeller Kit
- AEL78531 Oil Pump Housing
- LW13790A Rocker Shaft X 4
- AEL12892 Thrust Button x 8
- AEL1028-B Ball
- AEL61084 Spring
- AEL76220 Thru Stud x 4
- AEL-STD-2090 Nut x 16
- AEL383-B Nut x 16
- 23D26777 Fuel Pump Plunger
- M3081 Magneto Point Kit x 2

Reassembled engine using above mentioned new parts I/A/W latest Lycoming Direct Drive Overhaul manual. Installed engine on Cessna 172S N5295Y S/N172S9236. Installed new oil filter P/N AA48110-2. Serviced engine with 8 qts. Aeroshell 100 SAE 50 Mineral Oil. Test ran engine on the ground and performed break in run with no defects noted. Aircraft test flown through all phases of operation with no defects noted. All temperatures and pressures within manufacturer's specifications. C/W AD# 04-10-14 C1 with new bolt and locking clip. C/W AD# 01-06-17 by operational check. No adjustment needed. AD# 11-26-04 C/W visually with no defects noted. AD#12-03-06 N/A affected servo not installed.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in reference to current regulations of the Federal Aviation Administration and Lycoming manuals and is approved for return to service. All AD's have been checked through **Bi-Weekly 2014-20**.

Signature: Stephen D. Zimmer  Certificate # 

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Trans Am Aviation Services, Inc.
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N5295Y
22-Oct-14

TACH TIME:	692.5
A/C TOTAL TIME:	6119.0
ENG TOTAL TIME:	5148.8
ENG TSMOH:	0.
PROP TOTAL TIME:	6119.
PROP TSMOH:	2866.
Time in Service:	6119.

I certify that this PROPELLER, McCauley 1A170E/JHA7660, S/N WD23080, has been inspected in accordance with a Annual Inspection, as per 14CFR43 Appendix D, where applicable and was found to be in an airworthy condition at the time of inspection.
Cleaned, dressed and inspected propeller blades.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in reference to current regulations of the Federal Aviation Administration and McCauley Manuals and is approved for return to service.
All AD's have been checked through Bi-Weekly 2014-20.

Signature: Stephen D. Zimmer [REDACTED] Certificate # [REDACTED]



Trans Am Aviation Services, Inc.
1585 Aviation Center Parkway, Suite 1000
Daytona Beach, FL 32114

N5295Y
29-Jan-15

TACH TIME:	791.8
A/C TOTAL TIME:	6218.3
ENG TOTAL TIME:	5248.1
ENG TSMOH:	99.3
PROP TOTAL TIME:	6218.3
PROP TSMOH:	2965.3
Airframe Time in Service:	6218.3

I certify that this PROPELLER, McCauley 1A170E/JHA7660, S/N WD23080, has been inspected in accordance with a Annual Inspection, as per 14CFR43 Appendix D, where applicable and was found to be in an airworthy condition at the time of inspection.

Removed propeller to accommodate forward bulkhead replacement. Re-installed propeller, torqued and safety wired bolts. Cleaned and dressed blades as required.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in reference to current regulations of the Federal Aviation Administration & Cessna Service & Parts Manual and is approved for return to service.

All AD's have been complied with through Bi-Weekly 2015-02.

Signature: Nathan A. Rich [REDACTED] Certificate # [REDACTED]





Trans Am Aviation Services, Inc.
1585 Aviation Center Parkway, Suite 1000
Daytona Beach, FL 32114

N5295Y
8/10/2015

A/C TOTAL TIME:	6418.4
ENG TOTAL TIME:	5448.2
ENG T.S.M.O.H.:	299.4
TACH TIME:	991.9
PROP T.S.M.O.H.:	3165.4
PROP TOTAL TIME:	6418.4
Time in Service:	6418.4

I certify that this **PROPELLER-** (N5295Y) has been inspected in accordance with a **100HR Inspection**, I/AMW 14CFR43 Appendix D, where applicable, and was found to be in an airworthy condition. Cleaned, dressed and inspected propeller blades.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in reference to current regulations of the Federal Aviation Administration and is approved for return to service.
All AD's have been checked through **Bi-Weekly 2015-15**

Signature: **Adrian J Tejada**  Certificate # 





Trans Am Aviation Services, Inc.
1585 Aviation Center Parkway, Suite 1000
Daytona Beach, FL 32114

N5295Y
8/10/2015

A/C TOTAL TIME:	6418.4
ENG TOTAL TIME:	5448.2
ENG T.S.M.O.H.:	299.4
TACH TIME:	991.9
PROP T.S.M.O.H.:	3165.4
PROP TOTAL TIME:	6418.4
Time in Service:	6418.4

I certify that this **ENGINE** - (N5295Y) IO-360-L2A, S/N L-31476-51A, has been inspected in accordance with a **100HR Inspection**, I/A/W 14CFR43 Appendix D, where applicable, and was found to be in an airworthy condition.

Compression test results as follows: 1) 78/80 2) 75/80 3) 75/80 4) 74/80. Drained oil. Removed, cut & inspected oil filter with no defects noted. Installed & safetied new oil filter P/N AA48110-2. Removed, cleaned and inspected oil finger screen. Re-installed finger screen with new gasket P/N AN900-16 and safetied. Serviced engine with 8 qts. Aeroshell **SAE 100W** Engine Oil. Inspected fuel screen in FCU with no defects noted. Removed, cleaned, gapped and tested all spark plugs with no defects noted. Reinstalled all sparkplugs. Serviced challenger induction air filter. Adjusted idle. Tightened and resafetied oil filler tube. Placard installed to notify that tach reads 200RPM low. Post maintenance operational and leak checks satisfactory. No further defects noted.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in reference to current regulations of the Federal Aviation Administration & Lycoming Manuals and is approved for return to service. All AD's have been checked through **Bi-Weekly 2015-15**

Signature: Adrian J Tejada

Certificate #

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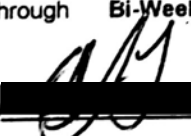
N5295Y	A/C TOTAL TIME:	6418.4
8/10/2015	ENG TOTAL TIME:	5448.2
	ENG TSMOH:	299.4
	TACH TIME:	991.9
	PROP TSMOH:	3165.4
	PROP TOTAL TIME:	6418.4
	Time in Service:	6418.4

I certify that this **AIRFRAME**, C-172SP, S/N 172S9236 has been
inspected in accordance with a **100HR Inspection**, I/A/W 14CFR43 Appendix D, where applicable,

All bearings, hinges and pivot points were inspected and lubricated. Serviced brake master cylinders, aircraft main battery, and tires. Inspected fuel bowl screen with no defects noted. Inspected ELT I/A/W 14CFR91.207 (d) 1,2,3,4 found satisfactory. ELT ops check good, **ELT battery due June 2016**. R&R vac relief filter P/N RAB3-5-1. **Main Vac. filter due @ 1391.8. C/W Fuel Injection Lines AD 11-26-04** by visual inspection with no defects noted, **next due @ 1091.6**. Removed corrosion on battery ground wires & tightened battery terminals. Replaced CO Detector. Reinflated nose tire and RMG tire to specified tire pressures. LMG brake line clamp installed P/N MS21919-WDG4 and secured to strut clamp P/N AN742D26. Replace 2 o'clock and 9 o'clock cowl snubbers P/N 08-07208. Right master cylinder hydraulic fittings tightened. Right side inboard top flap roller replaced P/N MC0523921 and bushing P/N MC0523919. Left flap aft rod end replaced P/N S1106-3. Replaced both aft and fwd rod ends on the left and right ailerons P/N S1819-3. Resafetied prop safety wire. Spiral wrap and silicone used to secure oil pressure wiring from chaffing on aft baffle.

The aircraft, airframe, aircraft engine or appliance identified above was inspected and repaired in
reference to current regulations of the FAA & Cessna Service Manual and is approved for return to service.
All AD's have been checked through **Bi-Weekly 2015-15**



Signature: Adrian J Tejada  Certificate # 

MAINTENANCE RECORD

ALTIMETER **N5295Y**

Altitude	Scale Error	Tol ±	Friction ±	Case Leak 18,000' ± 100'	Hysteresis ±75'
-1000	+10	20	-		
0	0	20	-		
500	-10	20	-	40%	8000 20
1000	-5	20	20 70	50%	10000 15
1500	+5	25	-		After Effect 10 ±30'
2000	0	30	10 70		Barometric Scale Difference
3000	-5	30	10 70	28.10	-1725 -1727
4000	-15	35	-	28.50	-1340 -1340
5000	-	-	20 70	29.00	-865 -863
6000	-15	40	-	29.50	-395 -392
8000	-10	60	-	29.92	0 0
10000	-30	80	10 80	30.50	530 531
12000	-25	90	-	30.90	895 893
14000	-35	100	-	30.99	975 974
15000	-	-	40 90		Altitude S/N
16000	-25	110	-		427943
18000	-45	120	-		Make Model/ Part #
20000	-35	130	40 100		United 5934PD-3
22000		140	-		Master Altitude P/N & S/N
25000		155	20		124-00006/418254
30000		180	140		Date Tested
35000		205	160		3-3-15
40000		230	180		Technician
45000		255	-		
50000		280	250		Certificate #

Tested in compliance with FAA FAR 43 Appendix E

Calibrated to **20K** Ft. W.O. # **3311R**

Volusia Aviation, Inc. 923 Beville Road South Daytona, FL 32119 FAA CRS # JL5R476X
386-290-1663

OF THE WORK PERFORMED

AUTHORIZED SIGNATURE
CERTIFICATE
& NUMBER

IFR **N5295Y**

The tests required by FAR 91.411, 91.413, & 91.217 have been performed in accordance with FAR 43 appendix E paragraphs (a), (b), & (c) and appendix F.

W.O. # **3311R** Tested to **20K** feet

Altitude Model **5934PD-3** s/n **427943** (pilot)

Altitude Model **NA** s/n **NA** (co-pilot)

Air Data Computer **NA** s/n **NA**

#1 Transponder **KT76C** s/n **15152**

#2 Transponder **NA** s/n **NA**

#1 Altitude Reporter **SSD120** s/n **SRA1683**

#2 Altitude Reporter **NA** s/n **NA**

Static System (pilot) **OK** (co-pilot) **NA**

Signed **[Signature]** Date **3-3-15**

Volusia Aviation, Inc. 386-290-1663 FAA CRS # JL5R476X