

4/H

THE **adlog**TM AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

ENGINE
MAINTENANCE
RECORDS
Left



ENGINE MAINTENANCE RECORDS

Log No. _____

Aircraft Registration No. 59255

Engine Manufacturer TCM

Model IO-470-L

Serial No. 465310

Date installed on aircraft 1-25-17

Time Between Overhauls (TBO) _____ Hours

If used on multi-engine aircraft:

☐ Right ☒ Left
☐ Front ☐ Rear

(All applicable information must be filled in)



AEROTECH PUBLICATIONS INC.

P.O. Box 1359 / Southold, NY 11971-0965
(631) 765-9375
1-800-235-6444

FAX: (631) 765-9359

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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK																																										
				TOTALS brought forward from previous page																																										
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:25%;">1. Approving Civil Aviation Authority/Country: FAA/United States</td> <td style="width:45%; text-align: center;"> AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG </td> <td style="width:30%;">3. Form Tracking Number: Invoice # 9799</td> </tr> <tr> <td colspan="2">4. Organization Name and Address: Signature Engines, Inc., 4760 Airport Road, Cincinnati, Ohio 45226 Certificate No. E5ZR316Y</td> <td>5. Work Order/Contract/Invoice Number: E7061</td> </tr> <tr> <td>6. Item:</td> <td>7. Description:</td> <td>8. Part Number:</td> </tr> <tr> <td>1</td> <td>Continental Motors Engine</td> <td>IO-470-L</td> </tr> <tr> <td>9. Quantity:</td> <td>10. Serial Number:</td> <td>11. Status/Work:</td> </tr> <tr> <td>1</td> <td>465310</td> <td>Overhauled</td> </tr> <tr> <td colspan="3"> 12. Remarks: THIS ENGINE HAS BEEN OVERHAULED IN ACCORDANCE WITH THE APPLICABLE CONTINENTAL MOTORS MANUALS. A LIST OF ALL PARTS, F.A.A. AIRWORTHINESS DIRECTIVES AND MANUFACTURER'S SERVICE BULLETINS COMPLIED WITH ARE A PART OF THESE RECORDS. ALL PARTS HAVE BEEN INSPECTED AND HAVE BEEN DETERMINED AIRWORTHY TO RETURN TO SERVICE. ENGINE TEST RUN PER OVERHAUL MANUAL. TEST SHEET FURNISHED. THIS ENGINE IS AIRWORTHY FOR RETURN TO SERVICE. PARTS AND ACCESSORIES REPLACED: 6 New Superior Millennium Steel Cylinders Engine T.S.M.O. 0 Hours 2 Overhauled Bendix Magnetos Engine T.T.S.N. Hours 1 New Harness 1 Overhauled Fuel Injection 1 New Set of Spark Plugs 1 Overhauled Starter </td> </tr> <tr> <td colspan="3"> 13a. Certifies the items identified above were manufactured in conformity to: ☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12. </td> </tr> <tr> <td colspan="3"> 14a. ☒ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, Part 43 and in respect to that work, the items are approved for return to service. </td> </tr> <tr> <td>13b. Authorized Signature:</td> <td>13c. Approval/Authorization No.:</td> <td>14b. Authorized Signature:</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td>13d. Name (Typed or Printed):</td> <td>13e. Date (dd/mm/yyyy):</td> <td>14c. Approval/Certificate No.: E5ZR316Y</td> </tr> <tr> <td></td> <td></td> <td>14d. Name (Typed or Printed): Terrence McRoberts, Inspector</td> </tr> <tr> <td></td> <td></td> <td>14e. Date (dd/mm/yyyy): 25/Jan/2017</td> </tr> </table>					1. Approving Civil Aviation Authority/Country: FAA/United States	AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG	3. Form Tracking Number: Invoice # 9799	4. Organization Name and Address: Signature Engines, Inc., 4760 Airport Road, Cincinnati, Ohio 45226 Certificate No. E5ZR316Y		5. Work Order/Contract/Invoice Number: E7061	6. Item:	7. Description:	8. Part Number:	1	Continental Motors Engine	IO-470-L	9. Quantity:	10. Serial Number:	11. Status/Work:	1	465310	Overhauled	12. Remarks: THIS ENGINE HAS BEEN OVERHAULED IN ACCORDANCE WITH THE APPLICABLE CONTINENTAL MOTORS MANUALS. A LIST OF ALL PARTS, F.A.A. AIRWORTHINESS DIRECTIVES AND MANUFACTURER'S SERVICE BULLETINS COMPLIED WITH ARE A PART OF THESE RECORDS. ALL PARTS HAVE BEEN INSPECTED AND HAVE BEEN DETERMINED AIRWORTHY TO RETURN TO SERVICE. ENGINE TEST RUN PER OVERHAUL MANUAL. TEST SHEET FURNISHED. THIS ENGINE IS AIRWORTHY FOR RETURN TO SERVICE. PARTS AND ACCESSORIES REPLACED: 6 New Superior Millennium Steel Cylinders Engine T.S.M.O. 0 Hours 2 Overhauled Bendix Magnetos Engine T.T.S.N. Hours 1 New Harness 1 Overhauled Fuel Injection 1 New Set of Spark Plugs 1 Overhauled Starter			13a. Certifies the items identified above were manufactured in conformity to: ☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.			14a. ☒ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, Part 43 and in respect to that work, the items are approved for return to service.			13b. Authorized Signature:	13c. Approval/Authorization No.:	14b. Authorized Signature:				13d. Name (Typed or Printed):	13e. Date (dd/mm/yyyy):	14c. Approval/Certificate No.: E5ZR316Y			14d. Name (Typed or Printed): Terrence McRoberts, Inspector			14e. Date (dd/mm/yyyy): 25/Jan/2017
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User/Installer Responsibilities It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.																																														
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;">DATE: 2-28-2017</td> <td style="width:50%;">MODEL: B55</td> </tr> <tr> <td>REG.#: N592SS</td> <td>SERIAL#:</td> </tr> <tr> <td>TACH: 2696.4</td> <td>TOTAL TIME:</td> </tr> </table>					DATE: 2-28-2017	MODEL: B55	REG.#: N592SS	SERIAL#:	TACH: 2696.4	TOTAL TIME:																																				
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Removed both engines reinstalled after overhaul by Signature Aircraft Engines using new Lord isolation mounts, new alternator belts. Propellers and alternators reinstalled as removed. Repaired baffeling as necessary Serviced both engines with 12 qts Aeroshell 100 straight mineral oil. Test ran engines to verify operation and set idle speed and mixture and check for leaks. Run up OK. Ray Lawrence																																														

SUB-TOTALS this page

TOTALS-Carry forward to next page

NSN: 0052-00-012-9005

DATE

TOTAL
TIME

TOTAL
TIME

TACH OR
RECORDING

DESCRIPTION OF WORK PERFORMED—



AVIATION REPAIR
ST. SIMONS ISLAND, GA

11 SE APRON DRIVE
ST. SIMONS ISLAND,
GEORGIA 31522
912-638-8667

DATE: 04/14/2017

N: 592SS

LOG: L/H ENGINE

MAKE: TCM

MODEL: IO-470-L

S/N 465310

TACH:

HOBBS: 2707.3

COMP. TIME:

SET TIMING ON ENGINE IAW TCM IO-470 INSTRUCTION
MANUAL. CLEANED FUEL NOZZLES. OPS AND LEAK CHECK OK.

END

KIRK A. RAMSEY



AVIATION REPAIR
ST. SIMONS ISLAND, GA

11 SE APRON DRIVE
ST. SIMONS ISLAND,
GEORGIA 31522
912-638-8667

DATE: 06/14/2017

N: 592SS

LOG: L/H ENGINE

MAKE: TCM

MODEL: IO-470-L

S/N 465310

TACH:

HOBBS: 2721.1

COMP. TIME:

CLEANED AND INSPECTED FUEL NOZZLES AND SPARK PLUGS.
CHECKED AND ADJUSTED LEFT ENGINE MAG TIMING IAW
BEECHCRAFT 95B55 M.M. OPS CHECK OK.

END

KIRK A. RAMSEY

SUB-TOTALS this page

TOTALS-Carry forward to next page

DATE

TOTAL
TIME
IN
SERVICETOTAL
TIME
SINCE
OVERHAULTACH OR
RECORDING
METER
TIMEDESCRIPTION OF WORK PERFORMED—
SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

AVIATION REPAIR
ST. SIMONS ISLAND, GA

11 SE APRON DRIVE
ST. SIMONS ISLAND,
GEORGIA 31522
912-638-8667

DATE: 08/04/2017

N: 592SS

LOG: L/H ENGINE

MAKE: TCM

MODEL: IO-470-L

S/N 465310

TACH:

HOBBS: 2742.0

COMP. TIME:

PERFORMED OIL CHANGE. DRAINED OIL. REMOVED OIL FILTER
AND INSPECTED FOR CONTAMINANTS, NONE FOUND.
INSTALLED NEW FILTER (P/N: CH48108-1) AND SAFETIED.
SERVICED ENGINE WITH 12 QTS AEROSHELL 15W50 OIL. ENGINE
RUN-UP AND LEAK CHECK OK.

KIRKA RAMSEY



AVIATION REPAIR
ST. SIMONS ISLAND, GA

11 SE APRON DRIVE
ST. SIMONS ISLAND,
GEORGIA 31522
912-638-8667

DATE: 10/12/2017

N: 592SS

LOG: L/H ENGINE

MAKE: TCM

MODEL: IO-470-L

S/N 465310

TACH:

HOBBS: 2758.5

COMP. TIME: 62.1 TSMOH

CONDUCTED 100HR/ANNUAL INSPECTION IN ACCORDANCE WITH
APPROVED BEECHCRAFT 95-B55 INSPECTION GUIDE. COMPRESSION
RESULTS: 1. 79/80 2. 73/80 3. 72/80 4. 72/80 5. 79/80 6. 79/80. CLEANED
FUEL INJECTOR NOZZLES AND RE-INSTALLED. CLEANED, GAPPED AND
TESTED SPARK PLUGS. CLEANED FUEL STRAINER. CHECKED MAGNETO
TIMING. REPLACED PROP CONTROL ROD-END WITH NEW (P/N:
GMW-3M-470). REPLACED #4 EGT PROBE ON LEFT ENGINE WITH NEW EGT
PROBE KIT (P/N: M-111). OPS CHECK OK. INSTALLED BOLT (P/N: AN4-13A)
ON LEFT ENGINE EXHAUST CLAMP. FABRICATED A BRACKET USING SHEET
METAL TO JOIN THE TWO BROKEN HALVES OF THE LEFT ENGINE #2
CYLINDER BAFFLE USING 16 RIVETS (P/N: MS20470AD3-4). OPS CHECK OK.
REMOVED PAINT FROM COVER MATING SURFACE. REPLACED ROCKER ARM
COVER GASKETS (P/N: MS35338-44) AND WASHERS (P/N: RG-534857).
FABRICATED AND INSTALLED NEW BRACKET FOR OIL COOLER. WASHED
ENGINE AND COWLING. PERFORMED POST INSPECTION RUN-UP AND LEAK
CHECK. NO LEAKS NOTED. ALL A.D.'S COMPLIED WITH THROUGH THIS DATE
(SEE AD COMPLIANCE REPORT). I CERTIFY THIS ENGINE HAS BEEN
INSPECTED IN ACCORDANCE WITH A 100HR/ANNUAL INSPECTION AND
WAS DETERMINED TO BE IN AIRWORTHY CONDITION AT THIS TIME.

KIRKA RAMSEY

SUB-TOTALS this page

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BEECHCRAFT 95-B55 N592SS ENGINE AD 2017

Airworthiness Directives: Compliance Report - Engine			--Recurring and Recent ADs Since 11/01/16	
Make: Teledyne Continental	Right S/N: CS91922-5-L		Right Hours: 62.1 TSMOH	
Model: IO-470-L	Left S/N: 465310		Left Hours: 62.1 TSMOH	

AD 72-20-02	Amdt. 39-1974	Issued: 1972	Effective: 10/02/74	Recurring: Yes	Hrs:
Subject: Cylinder assemblies			Supersedes: 67-31-05		Due:
Method: C/W AT ENGINE OVERHAUL 1/25/2017					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY	Sig. 		Cert. 		Date: 10/12/2017
AD 77-05-04	Amdt. 39-2848	Issued: 1977	Recurring: Yes	Hrs:	Due:
Subject: Crankshaft failure					SB#:
Method: C/W AT ENGINE OVERHAUL 1/25/2017					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY	Sig. 		Cert. 		Date: 10/12/2017
AD 2009-19-07	Amdt. 39-16023	Issued: 2009	Recurring: Yes	Hrs:	Due:
Subject: Cracks - TCM EQ3 cylinders					SB#:
Method: N/A AFFECTED CYLINDERS NOT INSTALLED					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY	Sig. 		Cert. 		Date: 10/12/2017
Number of ADs: 3					

BEECHCRAFT 95-B55 N592SS PROPELLER AD 2017

Airworthiness Directives: Compliance Report - Propeller			--Recurring and Recent ADs Since 11/01/16
Make: Hartzell Propeller	Right S/N: EB3496A	Right Hours: 1564.6 TSMOH	
Model: PHC-C3YF-2	Left S/N: EB3507A	Left Hours: 1564.6 TSMOH	

AD 77-12-06	Amdt. 39-3097	Issued: 1977	Effective: 12/21/77	Recurring: Yes	Hrs:
Subject: Superseded by 2002-09-08			Supersedes: 70-16-03 +		Due:
Method: SUPERSEDED					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY		Sig.	Cert. A		Date: 10/12/2017

Number of ADs: 1

BEECHCRAFT 95-B55 N592SS AIRFRAME AD 2017

Airworthiness Directives: Compliance Report - Airframe		--Recurring and Recent ADs Since 11/01/16	
Make: Beechcraft Corporation	N-No.: 592SS	Total AC Hours: 4531.0 TTAF	
Model: 95-B55	Serial: TC-2375	Hrs. Since Last: 78.5	

AD 67-29-01	Amdt. 39-574	Issued: 1967	Effective: 04/05/68	Recurring: Yes	Hrs:
Subject: Rudder spar web			Supersedes:		Due:
Method: N/A BY S/N					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY	Sig.		Ce	A	Date: 10/12/2017
AD 72-22-01	Amdt. 39-1544	Issued:	Effective: 07/25/72	Re	Hrs:
Subject: Superseded by 2007-08-08			72-17-02		Due:
Method: SUPERSEDED					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY	Sig.		Ce	A	Date: 10/12/2017
AD 89-05-02	Amdt. 39-6144	Issued:	Effective: 07/24/89	Re	Hrs:
Subject: Elevator control fittings					Due:
Method: N/A ALUMINUM FITTINGS INSTALLED					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY	Sig.		Ce	A	Date: 10/12/2017
AD 90-08-14	Amdt. 39-6563	Issued:	Effective: 07/07/90	Re	Hrs:
Subject: Wing spar structure					Due:
Method: P/C/W ON 70/3/2013 AT 4120.3 TTAF; DYE CHECK INDICATIONS. N					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY	Sig.		Ce	A	Date: 10/12/2017
AD 2007-08-08	Amdt. 39-15025	Issued:	Effective: 07/25/07	Re	Hrs:
Subject: Landing gear uplock rollers			72-22-01 +		Due:
Method: N/A BY S/N					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY	Sig.		C		Date: 10/12/2017
Number of ADs: 5					

BEECHCRAFT 95-B55 N592SS AIRFRAME AD 2016

Airworthiness Directives: Compliance Report - Airframe --with All ADs

Make: Beech Aircraft Corp.	N-No.: 592SS	Total AC Hours: 4452.5 TTAF
Model: 95-B55	Serial: TC-2375	Hrs. Since Last: 103.1

AD 67-29-01	Amdt. 39-574	Issued: 1967	Effective: 04/05/68	Recurring: Yes	Hrs:
Subject: Rudder spar web			Supersedes:		Due:
Method: N/A BY S/N					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY		Sig.	Cert.	Date: 11/01/2016	
AD 68-10-07	Amdt.	Issued: 01/01/68	Recurring:	Hrs:	
Subject: Superseded by 75-05-03			Due:		
Method: SUPERSEDED			SB#:		
Terminated by:			SB#:		
Name: KIRK A. RAMSEY		Sig.	Cert.	Date: 11/01/2016	
AD 68-10-09	Amdt.	Issued: 01/01/68	Recurring:	Hrs:	
Subject: Superseded by 75-16-10			Due:		
Method: SUPERSEDED			SB#:		
Terminated by:			SB#:		
Name: KIRK A. RAMSEY		Sig.	Cert.	Date: 11/01/2016	
AD 68-26-06	Amdt. 39-1776	Issued: 02/05/74	Recurring:	Hrs:	
Subject: Placard installation			Due:		
Method: N/A BY S/N			SB#:		
Terminated by:			SB#:		
Name: KIRK A. RAMSEY		Sig.	Cert.	Date: 11/01/2016	
AD 70-15-14	Amdt.	Issued: 01/01/70	Recurring:	Hrs:	
Subject: Superseded by 71-12-04			Due:		
Method: SUPERSEDED			SB#:		
Terminated by:			SB#:		
Name: KIRK A. RAMSEY		Sig.	Cert.	Date: 11/01/2016	
AD 71-12-04	Amdt.	Issued: 01/01/71	Recurring:	Hrs:	
Subject: Superseded by 71-24-10			Due:		
Method: SUPERSEDED			SB#:		
Terminated by:			SB#:		
Name: KIRK A. RAMSEY		Sig.	Cert.	Date: 11/01/2016	
AD 71-24-10	Amdt. 39-1693	Issued: 08/01/73	Recurring:	Hrs:	
Subject: Security of control wheel			Due:		
Method: N/A BY S/N			SB#:		
Terminated by:			SB#:		
Name: KIRK A. RAMSEY		Sig.	Cert.	Date: 11/01/2016	
AD 72-01-02	Amdt. 39-1371	Issued: 11/05/72	Recurring:	Hrs:	
Subject: Oil drain tubes			Due:		
Method: N/A BY S/N			SB#:		
Terminated by:			SB#:		
Name: KIRK A. RAMSEY		Sig.	Cert.	Date: 11/01/2016	

BEECHCRAFT 95-B55 N592SS AIRFRAME AD 2016

AD 72-11-02		Amdt. 39-1449	Issued: 1972	Effective: 05/20/72	Recurring: No	Hrs:
Subject: Engine fuel interruption				Supersedes:		Due:
Method: N/A BY S/N						SB#:
Terminated by:						SB#:
Name: KIRK A. RAMSEY		Sig.			Cert	Date: 11/01/2016
AD 72-17-02		Amdt.		01/01/72	Rec	Hrs:
Subject: Superseded by 72-22-01				es:		Due:
Method: SUPERSEDED						SB#:
Terminated by:						SB#:
Name: KIRK A. RAMSEY		Sig.			Cert	Date: 11/01/2016
AD 72-22-01		Amdt. 39-1544	Issued	10/25/72	Rec	Hrs:
Subject: Superseded by 2007-08-08				es: 72-17-02		Due:
Method: SUPERSEDED						SB#:
Terminated by:						SB#:
Name: KIRK A. RAMSEY		Sig.			Cert	Date: 11/01/2016
AD 73-14-03		Amdt. 39-1679	Issued	07/06/73	Rec	Hrs:
Subject: Landing gear shock strut piston				es:		Due:
Method: N/A BY S/N						SB#:
Terminated by:						SB#:
Name: KIRK A. RAMSEY		Sig.			Cert	Date: 11/01/2016
AD 73-26-08		Amdt. 39-1764	Issued	12/26/73	Rec	Hrs:
Subject: Roll and pitch servo clamps				es:		Due:
Method: N/A BY AFFECTED CLAMPS NOT INSTALLED						SB#:
Terminated by:						SB#:
Name: KIRK A. RAMSEY		Sig.			Cert	Date: 11/01/2016
AD 74-03-02		Amdt. 39-1777	Issued	02/05/74	Rec	Hrs:
Subject: Landing gear shock strut piston				es:		Due:
Method: N/A BY S/N						SB#:
Terminated by:						SB#:
Name: KIRK A. RAMSEY		Sig.			Cert	Date: 11/01/2016
AD 74-13-02		Amdt.		01/01/74	Rec	Hrs:
Subject: Superseded by 79-01-01				es:		Due:
Method: SUPERSEDED						SB#:
Terminated by:						SB#:
Name: KIRK A. RAMSEY		Sig.			Cert	Date: 11/01/2016
AD 74-20-11		Amdt.		01/01/74	Rec	Hrs:
Subject: Superseded by 74-24-03				es:		Due:
Method: SUPERSEDED						SB#:
Terminated by:						SB#:
Name: KIRK A. RAMSEY		Sig.			Cert	Date: 11/01/2016
AD 74-24-03		Amdt. 39-2016	Issued	11/22/74	Rec	Hrs:
Subject: Strobe lightAsystem				es: 74-20-11		Due:
Method: N/A BY S/N						SB#:
Terminated by:						SB#:
Name: KIRK A. RAMSEY		Sig.			Cert	Date: 11/01/2016

BEECHCRAFT 95-B55 N592SS AIRFRAME AD 2016

AD 75-05-03	Amdt.	Issued: 1975	Effective: 01/01/75	Recurring: No	Hrs:
Subject: Superseded by 75-16-10			Supersedes: 68-10-07		Due:
Method: SUPERSEDED					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY		Sig	Cer	Date: 11/01/2016	
AD 75-16-10	Amdt.	Iss	8/06/75	Rec	Hrs:
Subject: Elevator trim tab			s: 68-10-07 +		Due:
Method: N/A BY S/N					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY		Sig	Cer	Date: 11/01/2016	
AD 76-04-07	Amdt.	Iss	2/27/76	Rec	Hrs:
Subject: Superseded by 84-09-01			s:		Due:
Method: SUPERSEDED					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY		Sig	Cer	Date: 11/01/2016	
AD 76-22-02	Amdt. 39-2909	Iss	6/02/77	Rec	Hrs:
Subject: Y Type sholder harness			s:		Due:
Method: N/A BY S/N					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY		Sig	Cer	Date: 11/01/2016	
AD 77-02-04	Amdt. 39-2842	Iss	3/03/77	Rec	Hrs:
Subject: Wing tip strobe lights			s:		Due:
Method: N/A BY S/N					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY		Sig	Cer	Date: 11/01/2016	
AD 79-01-01	Amdt. 39-3386	Iss	1/08/79	Rec	Hrs:
Subject: Screws in control system			s: 74-13-02		Due:
Method: N/A BY S/N					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY		Sig	Cer	Date: 11/01/2016	
AD 84-09-01	Amdt. 39-4847	Iss	5/25/84	Rec	Hrs:
Subject: Window emer. egress prov			s: 76-04-07		Due:
Method: P/C/W NO DEFECTS FOUND					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY		Sig	Cer	Date: 11/01/2016	
AD 87-18-06 R1	Amdt. 39-5837	Iss	2/05/88	Rec	Hrs:
Subject: Seat recline actuator handle			s:		Due:
Method: N/A BY MODEL NUMBER					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY		Sig	Cer	Date: 11/01/2016	

BEECHCRAFT 95-B55 N592SS AIRFRAME AD 2016

AD 88-21-02	Amdt. 39-6028	Issued: 1988	Effective: 10/31/88	Recurring: No	Hrs:		
Subject: Seat tracks			Supersedes:		Due:		
Method: P/C/W SEE LOG 3. NO FURTHER ACTION REQUIRED.					SB#:		
Terminated by:					SB#:		
Name: KIRK A. RAMSEY		Sig.		Cert.	Date: 11/01/2016		
AD 89-05-02	Amdt. 39-6144	Issue	03/24/89	Rec	Hrs:		
Subject: Elevator control fittings			Supersedes:		Due:		
Method: N/A ALUMINUM FITTINGS INSTALLED					SB#:		
Terminated by:					SB#:		
Name: KIRK A. RAMSEY		Sig.		Cert.	Date: 11/01/2016		
AD 90-08-14	Amdt. 39-6563	Issue	05/07/90	Rec	Hrs:		
Subject: Wing spar structure			Supersedes:		Due:		
Method: P/C/W ON 70/3/2013 AT 4120.3 TTAF; DYE CHECK NO INDICATIONS. NE					SB#:		
Terminated by:					SB#:		
Name: KIRK A. RAMSEY		Sig.		Cert.	Date: 11/01/2016		
AD 91-17-01	Amdt. 39-7099	Issue	11/25/91	Rec	Hrs:		
Subject: Elev. trim tab actuators			Supersedes:		Due:		
Method: P/C/W COLOR CODED					SB#:		
Terminated by:					SB#:		
Name: KIRK A. RAMSEY		Sig.		Cert.	Date: 11/01/2016		
AD 91-18-19	Amdt. 39-8022	Issue	10/21/91	Rec	Hrs:		
Subject: Superseded by 2009-25-01			Supersedes:		Due:		
Method: SUPERSEDED					SB#:		
Terminated by:					SB#:		
Name: KIRK A. RAMSEY		Sig.		Cert.	Date: 11/01/2016		
AD 97-14-15	Amdt. 39-10073	Issue	09/02/97	Rec	Hrs:		
Subject: Door handles			Supersedes:		Due:		
Method: P/C/W PER SB 2190. SEE LOG 3					SB#:		
Terminated by:					SB#:		
Name: KIRK A. RAMSEY		Sig.		Cert.	Date: 11/01/2016		
AD 98-04-24	Amdt. 39-10336	Issue	03/13/98	Rec	Hrs:		
Subject: AFM changes - icing conditions			Supersedes:		Due:		
Method: P/C/W NO DEFECTS FOUND					SB#:		
Terminated by:					SB#:		
Name: KIRK A. RAMSEY		Sig.		Cert.	Date: 11/01/2016		
AD 99-05-13	Amdt. 39-11061	Issue	04/19/99	Rec	Hrs:		
Subject: Placard on the fuel tank selector - Withdrawn			Supersedes:		Due:		
Method: WITHDRAWN					SB#:		
Terminated by:					SB#:		
Name: KIRK A. RAMSEY		Sig.		Cert.	Date: 11/01/2016		
AD 2000-18-02	Amdt. 39-11887	Issue	09/22/00	Rec	Hrs:		
Subject: Elevator skin separation			Supersedes:		Due:		
Method: P/C/W ON 6/1/01 BY INSPECTION. NO FURTHER					SB#:		
Terminated by:					SB#:		
Name: KIRK A. RAMSEY		Sig.		Cert.	Date: 11/01/2016		

BEECHCRAFT 95-B55 N592SS AIRFRAME AD 2016

AD 2001-23-10	Amdt. 39-12507	Issued: 11/21/01	Effective: 12/13/01	Recurring: No	Hrs:
Subject: Left and right flap flex shaft assemblies					Due:
Method: N/A DUE TO NO RECORD OF REPLACEMENT.					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY		Sig. 		Cert.	Date: 11/01/2016
AD 2007-08-08	Amdt. 39-15025	Issued:	25/07	Recu	Hrs:
Subject: Landing gear uplock rollers					Due:
Method: N/A BY S/N					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY		Sig. 		Cert.	Date: 11/01/2016
AD 2008-13-17	Amdt. 39-15580	Issued:	06/08	Recu	Hrs:
Subject: Circuit breaker toggle switches					Due:
Method: N/A BY S/N AND SWITCH MFR.					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY		Sig. 		Cert.	Date: 11/01/2016
AD 2009-25-01	Amdt. 39-16118	Issued:	08/10	Recu	Hrs:
Subject: Pilot and copilot shoulder harnesses					Due:
Method: P/C/W AD91-18-09 SEE LOG 3.					SB#:
Terminated by:					SB#:
Name: KIRK A. RAMSEY		Sig. 		Cert.	Date: 11/01/2016

Number of ADs: 38 of 38

1. Approving Civil Aviation Authority/Country: FAA/ United States		2.			3. Form Tracking Number: 59659	
4. Organization Name and Address:		PROFESSIONAL AIRCRAFT ACCESSORIES INC. 14 EAST MAIN ST. AMELIA, OH 45102 PHONE (513)732-3361 FAX (513)752-1332			5. Work Order/Contract/Invoice Number: 59659	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
1	MANIFOLD VALVE	631427-3A8	1	1159009CR	OVERHAULED	
12. Remarks: THIS PART WAS OVERHAULED & TESTED IN ACCORDANCE WITH OVERHAUL MANUAL PAA1000 REV 2. AND IN ACCORDANCE WITH CURRENT FAA REGULATIONS. S/B SB95-7 C/W.						
13a. Manufacturer's name and address (if different from Block 4):			14a. ☒ 14 CFR 43.9 Return to Service ☐ Other regulations specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations part 43 and in respect to that work, the items are approved for return to service.			
13b. Approval/Authorization No.:			14b. Authorized Signature: 		14c. Approval/Certificate No.: CRS# PO5R554Y	
13c. Date (dd/mm/yyyy):			14d. Name (Typed or Printed): MICHAEL L GROW		14e. Date (dd/mm/yyyy): 16/JAN/2017	
User/Installer Responsibilities						
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.						

1. Approving Civil Aviation Authority/Country: FAA/ United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: 59659	
4. Organization Name and Address: PROFESSIONAL AIRCRAFT ACCESSORIES INC. 14 EAST MAIN ST. AMELIA, OH 45102 PHONE (513)732-3361 FAX (513)752-1332				5. Work Order/Contract/Invoice Number: 59659		
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
1	THROTTLE & CONTROL	625219-2	1	F149015AR	OVERHAULED	
12. Remarks: THIS PART WAS OVERHAULED & TESTED IN ACCORDANCE WITH OVERHAUL MANUAL PAA1000 REV 2. AND IN ACCORDANCE WITH CURRENT FAA REGULATIONS.						
13a. Certifies the items identified above were manufactured in conformity to: ☐ Approved design data specified in Block 12. ☐ Non-approved design data specified in Block 12.			14a. ☒ 14 CFR 43.9 Return to Service ☐ Other regulations specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations part 43 and in respect to that work, the items are approved for return to service.			
13b. Authorized Signature: 		14b. Authorized Signature: 		14c. Approval/Certificate No.: CRS# PO5R554Y		
13d. Name (Typed or Printed): MICHAEL L GROW		14d. Name (Typed or Printed): MICHAEL L GROW		14e. Date (dd/mm/yyyy): 16/JAN/2017		
User/Installer Responsibilities						
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.						
Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.						
Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.						

CAUTION: READ BEFORE INSTALLATION!!!

During the production testing of engines and fuel systems, the fuel systems are adjusted to verify proper operation. Aircraft fuel system supply pressures may differ from those used in our production test facilities. These differences in pressure will affect fuel system adjustment.

Fuel system contamination due to mishandling of removed or new fuel system hoses often occurs after installation, thereby affecting fuel system performance. Therefore, it is required that the following procedures be accomplished at the time of engine or fuel system component installation.

- Clean aircraft fuel system strainer in accordance with the manufacturer's instructions.
- Attach a sufficient length of hose to the aircraft fuel pump inlet hose and terminate the open end into a clean container.
WARNING... Take necessary precautions to prevent a fire hazard. Flush the hose by activating the aircraft boost pump long enough to allow a minimum of one (1) gallon of fuel to flow through the hose.
- Install the engine or fuel system component(s) in accordance with the instructions contained in the applicable aircraft manufacturer's maintenance manual and engine overhaul manual.
- Verify the accuracy of the aircraft tachometer and manifold pressure gage prior to fuel system setup. If a discrepancy is noted, repair or replace gages.
- Using calibrated test gages adjust the engine fuel system in accordance with the aircraft manufacturer's instructions and the latest revision of the CMI Service Bulletin covering "PROCEDURES AND VALUES FOR ADJUSTMENT OF FUEL SYSTEMS"

ADJUSTMENT OF THE ENGINE FUEL SYSTEM MUST BE ACCOMPLISHED PRIOR TO THE RELEASE OF THE AIRCRAFT TO SERVICE.



SPECIAL NOTICE: Continental Engines Starter Adapter

If Signature Engines Inc. has not installed your new/overhauled starter onto the starter adapter take note on the following requirements to maintain your warranty and protect your engine. If we have installed it, retain this for future reference.

- Your starter motor must be overhauled/serviced before you install it onto a newly overhauled starter adapter. Failure to do so is the most common cause of starter adapter failure and **WILL VOID ANY AND ALL WARRANTY CONSIDERATIONS**. The cost to fix such a failure will be several thousand dollars.
- Proper release of the internal starter adapter clutch spring is dependent on the clutch spring being able to turn the starter motor backwards after engine start up. The starter adapter will have a catastrophic failure on the first start if the clutch spring is unable to release.
- Before reinstalling the starter motor you should verify that it will turn freely, both ways, using only your fingers. Less than 5 inch pounds of residual torque should be required.
- We recommend that you do not install any permanent magnet starter motor onto this starter adapter.
- Per OEM's recommendations, all ignition systems require periodic servicing. Worn impulse couplings or faulty/miswired 'shower of sparks' systems are common causes of starter adapter failure. Be sure to check/re-check ignition timing and that it is set to manufacturer specifications. Engine 'kick back' on startup will seriously damage the starter adapter.
- A sticking starter solenoid or faulty starter switch will severely damage/destroy both the starter motor and the starter adapter if the starter motor continues to be energized after start up. Always replace the solenoid/switch if there is any indication of starter motor damage or starter adapter failure.
- We strongly recommend that the battery be tested and fully charged to ensure proper cranking speed. This allows the magnetos on Continental engines to retard the timing from 21 degrees before TDC to TDC, or later, for start up.
- Before installing a new starter adapter, inspect the crankshaft gear and the needle bearing/bushing into which the new starter adapter will be installed to determine that both are airworthy/serviceable.

>>>Before proceeding to the next step, tie the aircraft down, chock the wheels and verify that the fuel and magnetos are turned OFF and the throttle is pulled to idle, mixture is pulled into full lean/cut-off position. Remain clear of the propeller arc and treat it as if the engine could start at any moment.>>>

With the starter adapter installed, but before installing the starter motor, using a large screwdriver, wind the starter adapter counter clockwise until it begins to turn the propeller. Remove the screwdriver and verify that the starter adapter unwinds easily several turns. Now, using extreme caution, turn the prop forward and backwards slightly to verify that the starter adapter has indeed fully released. Do this several times.

After installing the newly serviced/overhauled starter motor, crank the engine over several times, but do not start the engine.

Be sure the magnetos are turned off. Using extreme caution, turn the prop slightly by hand to verify that the starter adapter clutch spring was able to release. It should feel the same as it did before you installed the starter motor. If there is any doubt, disassemble and start over.

Repeat the crank and test procedure at least 3 times before starting the engine. If all is OK, then start and run the engine for 30 seconds, shut it down, turn the magnetos off and repeat the test above. If it is OK, you are ready for a test flight.

After flying the aircraft, again turn the prop slightly by hand to verify that the starter adapter clutch spring was able to release. It should feel the same as it did before you installed the starter motor. Always use extreme caution when turning the prop by hand.

If in doubt, or there is any sign that it feels different, start over with this installation process and/or contact your mechanic to inspect the installation and assemblies.