

YE Airframe Log 11/2016

N26455 Grumman AA-5A, S/N: AA5A-0599. Lycoming O-320-E2G S/N: L-38912-27A

Current Tach Time: 3419.2 Hrs; TT: 3419.2 Hrs

Static RPM = 2300 RPM

1. Inspection and cleaning was done on all control cables – This is being specially documented because the American Yankee Association (AYA) has posted a request for information on any fraying of cables – No defects noted.
2. All Pulleys were inspected and rotated 90 Deg Clockwise or from Top to Bottom.
3. Trim Control – Indicator was inspected for proper indication - Found Acceptable.
4. Trim Control – Tail Cone - Wheel, Gears and Worm Drive were cleaned inspected and lubricated.
5. Flap Indicator – Was aligned for proper indication.
6. Control Cables – Carb Heat, Throttle, Mixture, Cabin Heat, and Brake were cleaned, inspected and lubricated.
7. Air Filter – Replace air filter – P/N: BA-19.
8. Vacuum Regulator Filter – Replaced Garter Filter – P/N: RAB3-5-1
9. Vacuum Intake Filter – Replaced Pleated Filter - P/N: RAD9-18-1
10. Primer Pump – Cleaned, Inspected and Lubricated.
11. Boost Pump – Opened, Inspected, Cleaned and Reassembled.
12. Battery – Cleaned Battery and Battery Box – Charged Battery
13. Aileron System - Aileron AD 79-22-04 by visual inspection and 'coin test'.
14. Fuel Tank Caps – Removed, Cleaned, Inspected, and Lubricated.
15. Brakes – Left Side - Were cleaned & inspected. Found Acceptable
16. Brakes – Right Side – Replaced pads PN: RA66-105, Note: Brakes were dragging, cleaned and aligned Caliper to remove drag. Found Acceptable.
17. Main Wheels – Pant – Chased threads on mounting bracket and replaced AN3 bolt -Cleaned and Inspected – Found Acceptable
18. Nose Wheel Pant – Re-set Rivnut on wheel pant collar.
19. Nose Wheel - Cleaned and Inspected – Found Acceptable
20. Tail Cone & Linkage – Removed, Cleaned, Inspected, Lubricated and Reinstalled Tail Cone and replaced 4 missing screws.

CONTINUED

21. Window - Rear Window Pilot Side - Cleaned excessive window sealant from under gasket and around window and cleaned window.
22. Canopy - Rear Seal - Secured Rear Canopy Seal.
23. Canopy - Lock and Latch Mechanism - Removed Headliner plastic. Drilled out Cherry Max Rivets. Removed Lock and Latch Mechanism, Drilled and re-tapped broken screw on latch pivot point. Cleaned and repainted Latch handle and RED Emergency Release lever. Removed old lock, installed New lock. Installed New Cherry Max Rivets, replaced with New the mounting screws and Reinstalled Headliner plastic. Checked functionality of Lock and Latch Mechanism from both Inside and Outside of plane - Found Acceptable
24. Canopy - Front Canopy Rubber Seal - Replaced with New Seal and adjusted Forward Latch Mechanism for proper seal and tension.
25. Compass - Replaced rubber vibration damper on compass mount.
26. Dome Light - Reinstalled Dome light Lens Cover - Functional Test - Acceptable.
27. Lights - Landing light and Nav Lights - All functional.
28. ELT - Tested IAW CFR Section 91.207-d- Replaced ELT-10 Battery, Due for replacement in Nov 2017.
29. Horizontal Stabilizer - Inspected IAW SAIB CE-04-34 inspection of horizontal stabilizer brackets within the fuselage tail - Found Acceptable.
30. Horizontal Stabilizer - Follow-up inspection. Found Left & Right halves to be IN alignment - This is being documented so as to keep track of condition - Found Acceptable.
31. All applicable AD's have been researched - See AD List in beginning of Service Binder.
32. Final Ground Test - Returned plane to service.

----- END -----

I certify that this AIRFRAME has been inspected in accordance with an Annual inspection in accordance with the manufacturers' service manual, it has been found to be in airworthy condition and is returned to service Total Time in service: 3419.2 Hrs.

Signed: _____

Date: 11-17-2016

Certification No.: _____

Airframe Log 06/01/2017 Grumman AA5A Cheetah, 1977 Model
N26455 Grumman AA-5A, S/N: AA5A-0599. Lycoming O-320-E2G S/N: L-38912-27A
Current Tach Time: 3502.8 Hrs.

1. Owner lost all electrical power during a night flight.
2. Owner reported High Positive fluctuations of the Ammeter. I observe fluctuations of approximately half scale, ~30 Amps.
3. Found 5 Fuses blown – Replaced all 5 fuses with appropriate type and size rated fuses.
4. Tested each blow fuse circuit for proper voltage – Found Acceptable
5. Removed ACU Ground wire, cleaned Ground contact area, replace mounting Star Lock Washers on Ground connection point.
6. Removed electrical connections to the ACU, cleaned all the contacts.
7. Removed electrical connections to the Alternator, cleaned all contacts.
8. Checked continuity resistance of: Field Wire and Alternator Output Wire. Found Acceptable.
9. Reassembled electrical connections and physical mounting of the Alternator and ACU.
10. Found Old Style Overvoltage Protection Diode still in place – It should have been removed when the New Plane Power Alternator and ACU was installed. Removed diode.

11. Ground Tested and then Flight Tested – Steady 14.2 VDC and No Ammeter fluctuations other than Normal current draw & charge.

12. As associated with this repair the plane is returned to service.

I certify that this plane as associated with this repair has been found to be in airworthy condition and is RETURNED TO SERVICE.

Date: 6/01/2017

SEP 14 2017
TACH 3575.08
HOURS 4669.3

AD 79-22-04 Required Compliance.
C/A, C/V AD 79-22-04 APT OK for
Service

SEP 14 2017
TACH 3575.08
HOURS 4669.3

AD 76-07-12 Required Compliance.
C/A, C/V AD 76-07-12 APT OK for Service

YEAR: DATE	RECORDING TACH TIME	TODAYS 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.)
				ED'S AIRCRAFT REFINISHING, INC. Brookhaven Airport, Shirley, NY 11967 Tel 631-281-8236 Fax 631-281-4890 N26455 Grumman AA-5A S/N AASA0599 09/27/2017 Tach: 3577.0 The below repairs made reference FAA Aircraft Condition Notice Dated 09/20/2017. Removed upper engine cowl for inspection of possible crack, cowl paint removed for inspection, no crack found, previous filler was found and removed. Replaced with new light weight aero dynamic dent filler. Repaired minor dent on underside of left hand flap, removed paint, skin checked, no cracks found. Small dent filled with light weight aero dynamic dent filler. Repairs cleaned, primed and painted to match existing color. Installed new landing light lens part# 228 Fletcher. All work done in accordance with AC43.13 with reference made to Grumman AAS-A maintenance manual. END

OWNER: Gordon Allen

START DATE: 11-30-17

TTA/C: 3607

TACH: 3607

SMOH: 564

TTENG: 1908

N: 26455

END DATE: 12-14-17

THE FOLLOWING CORRECTIVE ACTIONS WERE TAKEN

ITEM	DISCREPANCY		CORRECTIVE ACTION	MECH
A 25 E	Cylinder # 4 rocker box cover missing one screw			
A 26 E	Spark plugs are worn, cylinders # 1 , 2 and 3			
A 27 E	ELT battery is due time.			
A 28 E	Left wing has three fuel access panels seeping fuel			
A 29 E	Right brake caliper leaks.			
A 30 E	Right outboard brake lining is worn.			
A 31 E	Left brake both lining are worn.			

OWNER: Gordon Allen

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N: 26455

END DATE: 12-14-17

THE FOLLOWING CORRECTIVE ACTIONS WERE TAKEN

ITEM	DISCREPANCY		CORRECTIVE ACTION	MECH
A 32 E	Right main gear tire has flat spots and are worn.			
A 33 E	Top cowl has crack on inside, needs stop drill			
A 34 E	Right wheel pant inboard side has crack.			
A 35 E	Left wing Nav light is inop.			
A 36 E	Tail Nav light is inop			
A 37 E	Fuel gauges background lights are inop.			
A 38 E	Right seat rail support bracket is loose.			

OWNER: Gordon Allen

START DATE: 11-30-17

TTA/C: 3607

TACH: 3607

SMOH: 564

TTENG: 1908

N: 26455

END DATE: 12-14-17

THE FOLLOWING CORRECTIVE ACTIONS WERE TAKEN

dk

ITEM	DISCREPANCY		CORRECTIVE ACTION	MECH
A 39	Left flap outboard ground strap is broken.			
E 40	Owner says there is a one inch hole in the cowl which no longer support a drain tube which must be blocked off because it is causing the engine compartment to lose heat, rendering the cabin heat to be cold.			

OWNER: Gordon Allen

START DATE: 11-30-17

TTA/C: 3607

TACH: 3607

SMOH: 564

TTENG: 1908

N: 26455

END DATE: 12-14-17

THE FOLLOWING (2) A/D'S NEED TO BE COMPLIED WITH

dk

ITEM	DISCREPANCY		CORRECTIVE ACTION	MECH
A 41 E	A/D 2017-04-06 United Altimeter instruments altimeter manufactured January 2015 – February 2016			
A 42 E	A/D 2017-16-01 AmeriKing ELTs model AK450/451 due at 12 months or terminate with replacement			



*Annual ~ 100 Hour ~ Repairs ~ Modifications ~ STC's ~ Restorations ~ Top Overhauls ~
Engine changes ~ Emergency Recovery*

MacArthur Airport
2111 Smithtown Avenue
Ronkonkoma, NY 11779
631-588-7771
apacft@aol.com
www.apaircraft.com

Edward Libassi
President
Licensed A&P/TA Inspector

December 6, 2017

Gordon Allen
[REDACTED]

- Partner -
DO. BUBBLO
[REDACTED]

N: 26455

Dear Gordon,

The following is a list of items that were found during the Annual Inspection.

- All four (4) cylinders are cracked thru the exhaust, as can be seen visually through the fins.
- Cylinders # 1, 2 and 3 exhaust gaskets are leaking and the intake pipes are covered in residue.
- Oil dip stick housing is loose.
- Cylinders # 2 and 4 oil return line couplers are leaking.
- Cylinder all rocker box covers gaskets are leaking.
- Carburetor heat duct has holes
- Crankcase breather hose is loose on the engine fitting. Creating an oil leak.
- Cylinder # 4 rocker box cover missing one (1) screw.
- Spark plugs are worn, cylinders #1, 2 and 3.
- ELT battery is due time.
- Left wing has three (3) fuel access panels seeping fuel.
- Right brake caliper leaks.
- Right outboard brake lining is worn.
- Left brake both linings are worn.
- Right main gear tire has flat spots and is worn.
- Top cowl has crack on inside, needs stop drill
- Right wheel pant inboard side has crack.
- Left wing nav light is in-op.
- Tail nav light is in-op.
- Fuel gauges background lights are in-op.
- Right seat rail support bracket is loose.
- Left flap outboard ground strap is broken.



N: 26455

All four (4) cylinders will be replaced with new. Several of the engine/cylinder items will be take care of with the cylinder replacement. The engine work will allow me to sign off the Annual with a "Top Overhaul".

Prior to ordering the cylinders, I will remove two (2) to inspect the inside of the engine/tappets and can lobes. If these are okay, then the cylinders will be ordered and installed.

The following is my estimate to accomplish the Annual, Top Overhaul, and repairs as needed.

Annual Inspection -----	\$1,600.00
Parts (Not cylinders) -----	\$ 500.00
Labor: 17.5 hours at \$105.00 per hour -----	<u>\$1,800.00</u>
SUBTOTAL	\$3,950.00

Cylinders (4) each new at \$1200.00 each --	\$4,800.00
Freight (4) cylinders -----	\$ 120.00
Labor: Top overhaul flat rate -----	<u>\$2,800.00</u>
SUBTOTAL	\$7,720.00
Tax	Exempt
TOTAL	\$11,670.00

Please provide a check for \$5,000.00 (Five Thousand Dollars), if you decide to proceed forward.

I hope this meets with your approval. At this time, I am waiting to hear from you to proceed. Please sign/date and return one copy and keep one copy for your own records.

Agreed _____

Date _____

Sincerely,

Edward Libassi
President/CEO

EL/dk



*Annual ~ 100 Hour ~ Repairs ~ Modifications ~ STC's ~ Restorations ~ Top Overhauls ~
Engine changes ~ Emergency Recovery*

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www.apaircraft.com

Edward Libassi
President
Licensed A&P/IA Inspector

December 18, 2017

Gordon Allen


N: 26455 S/N: AA5A-0599

Dear Gordon,

I certify that this aircraft/engine has been inspected in accordance with an Annual inspection in accordance with current FAA Regulations and was determined to be in an UN-Airworthy condition. A list of discrepancies has been provided to the owner and has been logged in the aircraft/engine logs. Inspection stopped by owner not to proceed with repairs.

The routine annual inspection was accomplished, the following is a list of discrepancies

- All four (4) cylinders are cracked thru the exhaust, as can be seen visually through the fins.
- Cylinders # 1, 2 and 3 exhaust gaskets are leaking and the intake pipes are covered in residue.
- Oil dip stick housing is loose.
- Cylinders # 2 and 4 oil return line couplers are leaking.
- Cylinder all rocker box covers gaskets are leaking.
- Carburetor heat duct has holes
- Crankcase breather hose is loose on the engine fitting. Creating an oil leak.
- Cylinder # 4 rocker box cover missing one (1) screw.
- Spark plugs are worn, cylinders #1, 2 and 3.
- ELT battery is due time.
- Left wing has three (3) fuel access panels seeping fuel.
- Right brake caliper leaks.
- Right outboard brake lining is worn.
- Left brake both linings are worn.
- Right main gear tire has flat spots and is worn.
- Top cowl has crack on inside, needs stop drill
- Right wheel pant inboard side has crack.
- Left wing nav light is in-op.
- Tail nav light is in-op.

December 18, 2017

- Fuel gauges background lights are in-op.
- Right seat rail support bracket is loose.
- Left flap outboard ground strap is broken.
- Owner says there is a 1-inch hole in the cowl which no longer supports a drain tube which must be blocked off because it is causing the engine compartment to lose heat, rendering the cabin heat to be cold.

Additional A/D's that need compliance checks

- A/D 2017-04-16 United Instruments Altimeter manufactured January 2015 – February 2016.
- A/D 2017-16-01 Ameri-King ELTs model AK-450/451 due at 12 months or terminate with replacement

Reoccurring Airframe A/D's are as follows

- A/D 76-7-12-R1 Bendix ignition switch due at 100 hours
- A/D 79-22-4 Inspected aileron trim tabs and bearings due at 100 hours

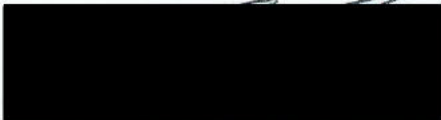
Reoccurring Engine A/D's are as follows

- A/D 2004-10-14 Crankgear inspection due at overhaul, prop striker or sudden stop.

Reoccurring Propeller A/D's are as follows

- None

Sincerely,



Edward Libassi
President

EL/dk

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRCRAFT CONDITION NOTICE
(See Privacy Act Statement on Reverse)

Date

07/12/17

Place of inspection

HFN

Registration number

N26455

Make

GRUMMAN AIRCRAFT CO.

Serial number

A15A-0377

Model

A15A

NOTE. 1. The items listed below (☐ are) (☐ are not) considered to be an imminent hazard to safety. 2. Operation of the aircraft prior to correction (☐ will) (☒ will not) be contrary to pertinent Federal Aviation Regulations. 3. A Special Flight Permit (☒ will) (☐ will not) be required to be issued prior to operation if corrective action has not been taken. 4. A Special Flight Permit may be obtained from the office named below.

1. LH FLAP HAS DENT OF 2 1/2" by 2 1/2"

2. RH ENGINE COWL HAS CRACK 1 1/2" LONG

3. NOSE TAXI LIGHT LENS CRACKED

PLEASE FIX THE ABOVE ITEM AND

SEND FOR THE WORK ORDER COPY. THANK

The owner/lessee copy of this form was ☐ mailed ☒ delivered.

Inspector (Signature)

SHAUKAT ALI

Area code/telephone no.

Office address

YARMINGDALE, NY 11755-1583

Region

District

FAA FSDO-11



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Edward Libassi
President
Licensed A&P/IA Inspector

December 22, 2017

Mr. Gordon Allen


RE: N: 26455

Dear Gordon,

I don't know exactly what is going on with you and the FAA or for that matter A&P. My practice for the past 46 years is to not release anyone's aircraft or records if we have not completed work, and obviously, you stopped the work and I have not completed it.

Yesterday I was deviating from my practice only to find today no payment, an explanation from you of a notification from the FAA and a lawyer telling you not to operate the aircraft. Then you tell me over this holiday weekend you will have the aircraft towed to Sheltair and put the check you owe us in the mailbox.

I asked you two (2) days ago to mail me the check. No we are going into a holiday weekend where no one will be here for more than four (4) days. Please be advised the aircraft is in possession and as dictated by company policy, will be released upon payment of the outstanding invoice.

Yours truly,


Edward Libassi
President

EL/dk

From: Gordon Allen [REDACTED]

To: A&P Aircraft ~ Edward Libassi <[REDACTED]>

Subject: Re: A&P

Date: Fri, Dec 22, 2017 9:20 am

I did not come out to Islip yesterday because I was notified of an FAA service tag on the aircraft. The lawyer said to not operate the aircraft.

If the aircraft is left in the same position as you mentioned. I will have it towed to Sheltair this weekend when I come out to Islip. I will put the check in the mailbox at that time.

Gordon Allen

From: A&P Aircraft ~ Edward Libassi <[REDACTED]>

To: [REDACTED]

Sent: Friday, December 22, 2017 8:48 AM

Subject: A&P

Gordon,

I looked in both my mailboxes and the check is not there, maybe its invisible. What is going on?

Ed

Edward Libassi

President

A&P Aircraft Maintenance Inc.

2111 Smithtown Ave

Ronkonkoma, NY 11779

Ph: 631-588-7771

Fax: 631-588-7773

apacft@aol.com

www.apaircraft.com

From: Gordon Allen [REDACTED]
To: A&P Aircraft ~ Edward Libassi [REDACTED]
Subject: Re: A&P Aircraft Maintenance
Date: Wed, Dec 20, 2017 12:15 pm

I plan to pick up the aircraft tomorrow between 6:30 and 7:30 pm. Where do you want me to leave your check?

Gordon Allen

From: A&P Aircraft ~ Edward Libassi [REDACTED]
To: [REDACTED]
Sent: Monday, December 18, 2017 12:53 PM
Subject: A&P Aircraft Maintenance

Gordon,

Please see attached letter and invoice. Please bring a Certified bank check or cash.
If the plane is to be left here for any length of time, we will need to discuss tie down fees.

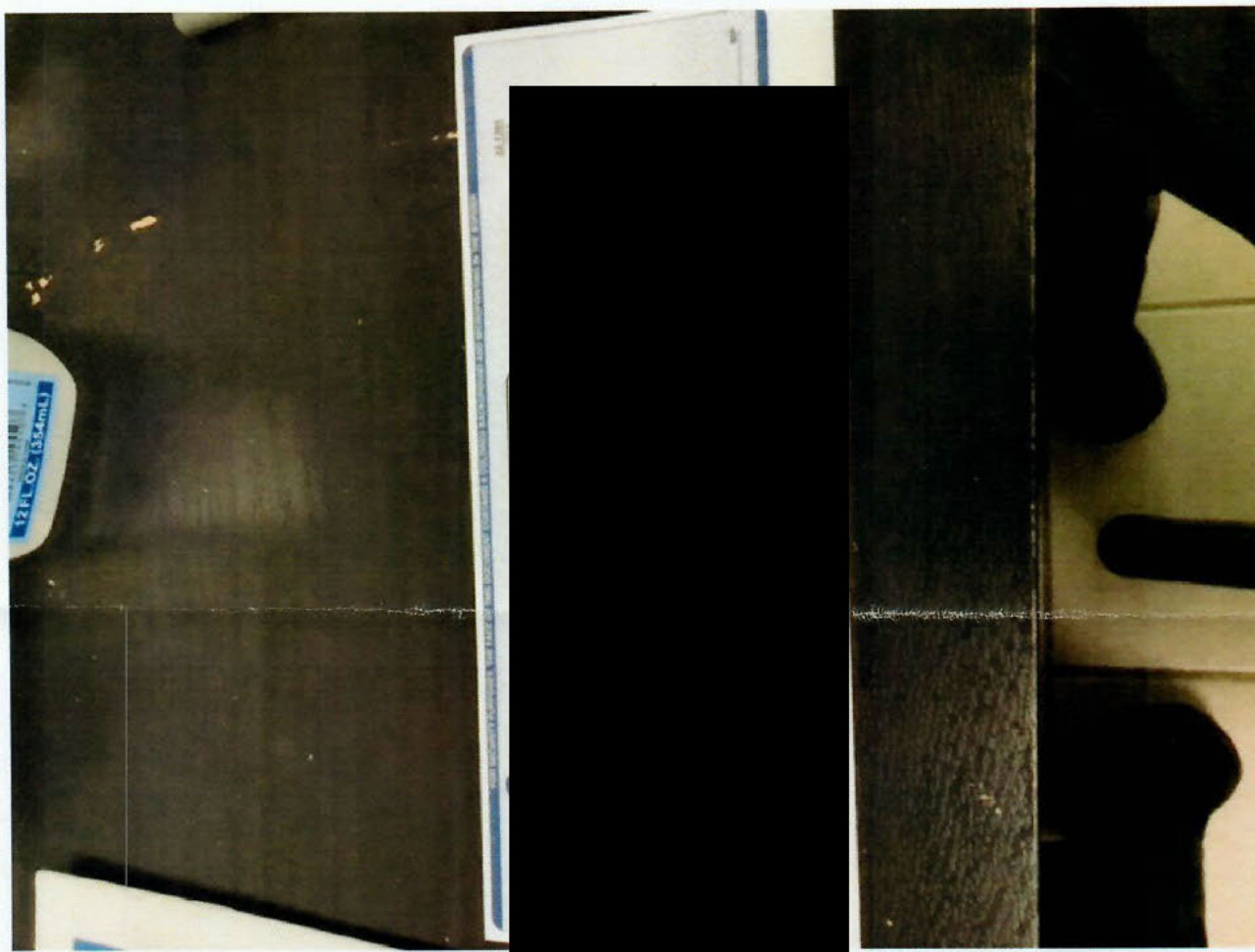
Have a nice afternoon.

Thank you.

Edward Libassi
President
A&P Aircraft Maintenance Inc.
2111 Smithtown Ave
Ronkonkoma, NY 11779
Ph: 631-588-7771
Fax: 631-588-7773
apacft@aol.com
www.apaircraft.com

From: Gordon Allen [REDACTED]
To: A&P Aircraft ~ [REDACTED]
Subject: Re: A&P Aircraft Maintenance
Date: Wed, Dec 20, 2017 1:30 pm

I have your check. I can leave it with whoever you like.



Dec 20, 2017, at 1:14 PM, A&P Aircraft ~ Edward Libassi <[REDACTED]> wrote:

Gordon,

If you would like to pick up your plane tomorrow night, I will not be here. If you would like for me to leave your documents in the airplane, then I will need you to overnight a Bank Check that I will receive prior to me leaving for the day at the address below my name.

Just an F.Y.I, has the FAA contacted you?, because they made their presence known here yesterday and made me uncomfortable when they looked at your plane.

Edward Libassi
President
A&P Aircraft Maintenance Inc.
2111 Smithtown Ave
Ronkonkoma, NY 11779

Mid Island Air Service
L.I. Mac Arthur Airport
Ronkonkoma, New York 11779
Phone: 631-588-5400
Fax: 631-588-5799

A/C Reg. No. N26455
Tach Time: 3607.2
A/C Model: AA-5A
A/C Serial: AA-5A-0599
Date: 4/5/2018/2018

The following item accomplished were result of FAA condition report. the annual inspection previously completed and signed off by A&P Aircraft with the following unairworthy discrepancies.

Replaced ELT battery P/N BP-1010 expires 11/20, Complied with FAR 91.207 by inspection and functional check of ELT-satisfactory due each 100hr/annual checks -satisfactory.

1. Removed all four engine cylinders and installed four new cylinder assemblies P/N SL32006W-A20P(refer to attached form 8130-3 from Superior Air Parts) with new piston pins P/N AEL14077-1. Note: cylinder kits provide new exhaust, intake and rocker cover gaskets. Serviced engine with 8qts of Phillips 20W50 Mineral oil.
 2. Retorqued and saftied oil dip stick tube.
 3. Replaced carburetor heat duct P/N F229949.
 4. Replaced engine breather hose P/N R221612.
 5. Replaced all spark plugs P/N REM40E.
 6. Resealed right brake caliper serviced and bled system.
 7. Replaced all brake linings P/N 066-10500
 8. Replaced right main tire P/N AD4E4 with new tube.
 9. Resealed three fuel tank wing panels on left wing.
 10. Stop drilled small crack in top cowling.
 11. Stop drilled small crack in right wheel pant.
 12. Repaired faulty wiring for left and tail nav lights.
 13. Repaired faulty wiring at fuel panel lights.
 14. Resecured loose support bracket for co-pilots seat rail.
 15. Replaed left and righth flaps ground straps.
 16. AD2017-04-16 N/A no work done within dates.
 17. AD2017-16-01 N/A not installed.
- Performed ground-run operational and leak checks-satisfactory

Signed

Certificate No.

JOHNSON AIRCRAFT MAINTENANCE**JULY 7, 2018****N26455 GRUMMAN AMERICAN AA-5A S/N AA5A0599 TACH 3669.82 ENGTT 1970.84**

Removed this engine O-320-E2G, S/N L-38912-27A for propeller strike sudden stop inspection in accordance with Lycoming Service Bulletin #533C.

Dennis E. Johnson

Date

JOHNSON AIRCRAFT MAINTENANCE**AUGUST 20, 2018****N26455 GRUMMAN AMERICAN AA-5A S/N AA5A0599 TACH 3669.82 ENGTT 1970.84**

Reinstalled this engine O-320-E2G, S/N L-38912-27A after sudden stop inspection performed by Columbia Aircraft Services under their work order # 027105 dated August 8, 2018. Engine was serviced with Phillips 20W-50M multi-viscosity mineral oil.

Dennis E. Johnson

Date

JOHNSON AIRCRAFT MAINTENANCE**AUGUST 20, 2018****N26455 GRUMMAN AMERICAN AA-5A S/N AA5A0599 TACH 3669.82 ENGTT 1970.84**

Request was made by insurance company representative to quote work as a result of prop strike for this aircraft which was located at Sky Acres Airport (44N). The engine was removed July 7, 2018 and sent to Columbia Aircraft Services for inspection IAW Lycoming SB 533C. That work was performed under their work order # 027105 dated August 8, 2018. Vacuum pump was replaced with Rapco overhaul IAW Rapco SL RASL-003 (prop strike). Starter and alternator were reinstalled as removed with time forward. Replaced missing wire protection grommets for both alternator wiring and landing light. Found forward upper hinge attach point between cowl and nose bowl broken, unrelated to the prop strike. Fabricated and installed doubler support in broken area as required. The only damaged part found was the propeller which was replaced with new McCauley model 1C172/SBTM7359, S/N AKF44004. Engine was run-up, leak and operational test satisfactory with static RPM range within TCDS limits. Owner/Operator would not supply aircraft log books throughout repair but only select photo copies thru email to generate engine times. I cannot verify compliance IAW FAR Part 43 Appendix D. FAR 91.3 (a) The Pilot in command will be directly responsible for airworthiness. As stated in FAR 43.9 (a) (4) the signature constitutes the approval for return to service only for the work performed.

Dennis E. Johnson

Date

JOHNSON AIRCRAFT MAINTENANCE**AUGUST 20, 2018****N26455 GRUMMAN AMERICAN AA-5A S/N AA5A0599 TACH 3669.82 ENGTT 1970.84**

Installed this new McCauley propeller model 1C172/SBTM7359, S/N AKF44004 on the above referenced aircraft.

Dennis E. Johnson

Date