

N605GV Date 03/08/2017 Hobbs 572.1 TSN 601.1 TSMO 343.9

ACTT: 7090.4 ETT: 3858.1 ET50: 1479.4

Complied with 100hr conditional inspection IAW 43 Appendix D, and BAC 167 inspection guide. Checked engine controls for proper function and lubed cables. Cleaned, checked and repacked main and nose wheel bearings. Checked brakes for wear. Removed Main gear downlocks, replaced inner down lock O-rings P/N DST 108-14, DST 108-19, reinstalled main gear down locks. Removed Nose gear down lock, replaced inner O-rings P/N DST 108-14, DST 108-19, and re installed in aircraft. Removed landing gear emergency blow down handle and replaced inner O-rings P/N 400-010, 300-093, DST 108-7, DST 108-2, DST 108-16, DST 108-00, DST 108-12. Jacked and cycled landing gear and performed emergency extension. Cleaned and inspected main and nose landing gear struts and attaching lugs for damage or wear. Checked nose and main landing gear attachment points on wing and nose wheelwell for damage and wear. Serviced main landing gear struts with 5606 and nitrogen. Serviced nose gear strut with liquid spring. Cleaned main gear struts. Greased landing gear pivot points. Cleaned and retorqued hyd return line quick disconnect. Replaced aft nav light bulb. Safety wired L/H wing fuel psi line. Removed all wing access panels and inspected aileron cables and pulleys. Removed tail inspection panes, checked elevator and rudder cable and pulleys. Safety wired aft elevator trim cable turnbuckle. Checked flight control tensions and travel. Checked flap, aileron, elevator and rudder hinge points and hardware. Replaced Vertical fin fwd and aft bushings. Replaced R/H dive brake inbd and outbd bushings P/N CJ1. Removed corrosion off engine fuel line B-nuts. Safety wired de ice clamps from engine. Replaced R/H nose gear flap door hinge P/N K8410-8294. Tightened R/H wing fuel vent lines. Cleaned and lubed all flight cables. Checked wing spar bolts and spar. Inspected canopy and windshield for damage.

I certify that this aircraft, and engine are in airworthy condition and are considered safe for flight.

Paul Pink A&P/IA

Date

3/8/17