



8-11-2022

RE: N 379DH owned by David Hodges

Ser 1662

Mr. Hodges had contacted our shop sometime around the beginning of July with to inquire about an Avionics issue with his aircraft. The complaint over the phone described issues involving the Avidyne EX5000 PFD and EXP5000 MFD. I advised he come up here and we can look to see if there was something we could do. I was not entirely sure based on the conversation as to the nature of the issue was at that time as the conversation was short and vague but left an impression that there was an issue with the aircraft instrument lighting.

Upon arrival at Corporate Air Center, I went and looked at the aircraft and discovered that both displays were in fact not working. The PFD had gone to a magenta backdrop indicating an internal power fail. The MFD was operative however the back lighting was no longer functioning making the display virtually impossible to see, including the engine management displayed on it. Upon further questioning with Mr. Hodges, I learned he has never purchased the Aeroplan from Avidyne for Warranty protection on the suite. I then gave him pricing for the flat rate repair at Extent Aerospace for the units as well as the cost of the Aeroplan from Avidyne. Both of which the owner declined. I was asked to look and see if I could locate as removed displays on the used market. I informed the owner that this is not a very viable option as these units are tied to the aircraft and serial number range based on the software they have, as an avionics shop we have very little ability to change that software. Mr. Hodges then insisted that we try that path first. As well price out the Garmin pack for an update. I informed Mr. Hodges of some rough numbers on that, to which interest was lost immediately.

Mr. Hodges then asked if the aircraft was ok to continue to fly in the condition that it is in. I advised the owner at that time that technically it is not. And that I, nor the shop, would be willing to give him a release from maintenance. I can not recall if this aircraft had a full suite of analog engine gauges or not, but most certainly did not have access to the info on the MFD for engine management. The aircraft most certainly did not have any information on the PFD and would only have the three mechanical back ups to fly on. Mr. Hodges, as the owner of the aircraft informed me that he was going to fly the aircraft home despite this and asked me to let me know what I find on the used market.

I opened a Shop order AV-9072 dated 7-11-2020 for this aircraft for billing purpose and did some inquiry into the used market. As I knew would be the situation, I was not able to locate any. I did not open an Avionics repair station Work order as no work other then a quick visual was done.

I do not recall the date; I did receive a call recently from Mr. Hodges inquiring as to what I have found out. I informed the owner that I have not found anything on the used market that can be used for his aircraft, and once again I advised that we either send his out for the required repairs or buy into the



warranty and park the aircraft until it becomes active or to park the aircraft until a schedule can be set to upgrade the panel to a newer system. Mr. Hodges then informed me over the phone that he would like to keep flying the aircraft and would like me to keep an eye open to find used displays to put into his aircraft.

I did make a few phone calls to inquire further, and as expected was not able to locate anything viable in the used market to replace his faulty units.

I, nor Corporate Air Center have taken any further action on this, nor have done any further maintenance action on this aircraft. I, Nor Corporate Air Center have issued any return to service on this aircraft, nor feel that any return to service should have been made as the owner took his aircraft from our shop in what we deemed unairworthy at that time.

Please advise if we can be of any further assistance or if there are any questions regarding this aircraft.

Thank you.

Gary G Ehrheart

Dir. Of Maintenance and Avionics

Corporate Air Center

Burlington WA.

