

1	YEAR	RECORDING TACH TIME	TODAY'S 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.)
	DATE				
	3-6-1919	998.5		840.7	PERFORMED CONDITION INSPECTION IN ACCORDANCE WITH THE JOBS AND DETAIL OF FAR APPENDIX D TO PART 43 AND IS FOUND TO BE IN A SAFE CONDITION FOR SAFE OPERATION. NOTED 2 RETARD INDICATORS ADJUST UNLICKS, CLEAN + LAMP PLUGS, SERVICED THE SERVICE AIR DRYER, CHANGED OIL + FILTER, REPAIR #8 EX GASKET, REPAIR LEAK DOWN 1 77/80, 2 77/80, 3 77/80, 4 69/80, 5 75/80, 6 74/80, 7 73/80, 8 75/80, 9 74/80. WASH ENGINE, REPAIR RUN UP AND CHECK FOR LEAKS, TOP OFF ENGINE OIL. WORK PERFORMED PER RP-14 INST. MANUAL + CHECKLIST VERSION 1.1.
	this inspection was supervised by [REDACTED] and				

Operations
Number of
entries.)

AL

ND

0 HOURS,
HOURS,

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9/4,

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oil.

YEAR DATE	RECORDING TACH TIME	TODAY'S 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.)
8-4-2020	1145.5		987.7	PERFORMED CONDITION INSPECTION IN ACCORDANCE WITH THE SCOPE AND DETAIL OF FAR APP D TO PART 43 AND IS FOUND TO BE IN A SAFE CONDITION FOR THE OPERATION [REDACTED]
10-24-20	1115.5			CHANGE OIL & FILTER, SEND OIL SAMPLE FOR ANALYSIS [REDACTED]

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.)
19 9-5-21				

9-5-21	1234.6	3838.8
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PERFORMED CONDITION INSPECTION IN ACCORDANCE WITH THE SCOPE AND DETAIL OF FAR APP PART 43 AND IS FOUND TO BE IN A JAKE CONDITION FOR JAKE OPERATION. IN ACCORDANCE WITH FAR 91.207 F 10(j).

CHANGE OF FALTA, ADJUST VALUES, PERFORM MAXIMUM
FOR C/6 CHEAPLIST USA 1.1.

DATE 19__	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.)
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D&G AERO LLC

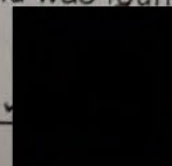
FAA Approved Repair Station #SW6R338X

The Transponder System has been inspected and was found to comply with FAR 43 Appendix F.

N# 31371L
MR-2

Date 9/10/21

Signature



DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
19				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

Alpha Avionics LLC

UF12

FAA Approved Repair Station # SW6R338X

Inspector's Initials [REDACTED]

Pitot Static Work Order

Customer 129002 ADAMS

Date 5/24/18 N# 31371K

Make C5-6

A/C Total Time 865.0

Altimeter: Primary Stand-by

Preliminary Insp. ☐

Hidden Damage Insp. ☐

Case Leak @ 18,000 ☐

Hysteresis 50% ☐

Hysteresis 40% ☐

After Effect ☐

Friction Test ☐

Barometric Scale ☒

Tester	Altimeter	Tester	Altimeter
-1,000		10,000	
0		12,000	
500		14,000	
1,000		16,000	
1,500		18,000	
2,000		20,000	
3,000		22,000	
4,000		25,000	
6,000		30,000	
8,000		35,000	

- ☐ The Altimeter static pressure system and transponder was inspected to _____ feet, and was found to comply with FAR 43 appendix E and F.
- ☒ Performed automatic altitude reporting correlation check to 20,000 feet, in accordance with FAR 43 appendix E paragraph C.
- ☒ Final Inspection

PS1

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D&G AERO LLC

FAA Approved Repair Station # SW6R338

Inspector's Initials

Pitot Static Work Order

Customer RYAN ADAMSDate 9/10/21 N# 3134KMake C5-6A/C Total Time 1238.0

Altimeter: Primary Stand-by

Preliminary Insp. ☐Hidden Damage Insp. ☐Case Leak @ 18,000 ☐Hysteresis 50% ☐Hysteresis 40% ☐After Effect ☐Friction Test ☐Barometric Scale ☐

Tester	Altimeter	Tester	Altimeter
-1,000		10,000	
0		12,000	
500		14,000	
1,000		16,000	
1,500		18,000	
2,000		20,000	
3,000		22,000	
4,000		25,000	
6,000		30,000	
8,000		35,000	

☐ The Altimeter static pressure system and transponder was inspected to _____ feet, and was found to comply with FAR 43 appendix E and F.

☒ Performed automatic altitude reporting correlation check to 20,000 feet, in accordance with FAR 43 appendix E paragraph C.

☒ Final Inspection

PS1

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.)
19 2022				
9-17-22	1328.4		3932.6	PERFORMED CONDITION INSPECTION IN ACCORDANCE WITH THE SCOPE AND DETAIL OF FAR APP D PART 43 AND IS FOUND TO BE IN A SAFE CONDITION FOR SAFE OPERATION IN ACCORDANCE WITH FAR 91.207 F10(i) CHANGE OIL 1PWT, REFILL WITH 5 GALLONS PHILLIPS XC 25-60, ADJUST VALVES AND PERFORM MAINTENANCE PER MAINTENANCE CJ-6 INSPECTION CHECKLIST. VER 1.1 INSPECTED ELT IN ACCORDANCE WITH FAR 91.207 BATTERY NEW PART 2020 BATTERY REPLACED DATE JULY 2021 REPLACED FUEL LINE BETWEEN FUEL PUMP AND CARBURETOR WITH REMAN AE36636/GOOP TSO C53a TYPE D

DATE	RECORDING TACH TIME
19	
1-14-23	1748.4
3-20-23	1377.4
5-6-23	1400.2
8-4-23	1428.1

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DATE 19__	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.)
1-14-23	1348.4			SERVICE AIR OIL, CR TIRE PRESSURE R7000
3-20-23	1377.4			CHANGE OIL & FILTER PHILLIPS XL 25-60, SERVICE AIR OIL. INSPECT VALVES, CR TIRING. REPAIR PROP GOVERNOR BATTERY R7000
5-6-23	1400.2			SERVICE AIR OIL R7000
8-4-23	1428.2			CHANGE OIL & FILTER PHILLIPS XL 25-60, SERVICE AIR OIL, CHANGE AIR COMP. FELT, INSPECT RINGS/REPLACE POINT SPRING SCREW IN LEFT ENG. R7000

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.)
19 2013				

9-22-13 1456.28 4060.48

Nanchang CJ-6 Hobbs: 948 hrs. Date: 22 Sept 2023
 N313YK TACH: 1456.28 hrs.
 S/N 1032013 ELT battery due: July 2027
 Engine: VENDENYEZ Model: M-14P S/N kR832048
 Inspected and lubed all controls. Operationally checked ELT IAW FAR 91-207 and Artex ELT 345 instructions, passed. Checked landing gear for proper operation and adjustments. Replaced misc. anti chafing material. Engine compressions (1) 79/80 (2) 79/80 (3) 78/80 (4) 78/80 (5) 77/80 (6) 79/80 (7) 79/80 (8) 79/80 (9) 79/80. Adjusted valve lash, set magneto points and timing. Repaired prop governor bracket. Inspected airframe for an annual condition inspection IAW the scope and detail of 14 CFR Appendix D to Part 43, and referencing CJ6A Maintenance Manual and Nanchang CJ-6A Condition Inspection Checklist By Craig Payne dated 20 Oct 2006 Version 1.1. This aircraft found to be in a condition for safe operation at this time.

James L Carter

DATE	R T
19 2013	

9-27-23 14

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE
19 2013			

9-27-23	1456.77	Ø	4060.97
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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.)



BlüSky Avionics, LLC

P.O. Box 81923

Bakersfield, CA 93380

Date: 9-27-23

Hobbs: T: 1456.77

CRS# 8BUR043C

N# 3134K

WO# 2451

The transponder was inspected in accordance with FAR 91.413 and found to conform to FAR 43 Appendix F.

Ronald E. Opfergelt

1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: 45896	
4. Organization Name and Address: Berkshire Instrument 2129 SE 11th Ave. Cape Coral, FL 33990 United States FAA Repair Station VV5R289N			5. Work Order/Contract/Invoice Number: 45896			
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
1	Propeller	5-1430	1	142	On Hold	
12. Remarks: THE WORK ORDER REFERENCED DESCRIBES THE ACTUAL WORK PERFORMED. ALL WORK PERFORMED I.A.W. MANUAL JS 6000 AW 234-16 5-P 9-3-65 The work specified in Block 11/12 was carried out in accordance with current regulations of the United States Federal Aviation Administration and is considered ready for return to service.						
13a. Certifies the items identified above were manufactured in conformity to: ☐ Approved design data and are in 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:	14c. Approval/Certificate No.:	
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14d. Name (Typed or Printed):	14e. Date (dd/mm/yyyy):	
					6 Nov 2023	

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.