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N R A S A - S A - 1



9 781560 271642

**Aircraft Record** General Information

Manufacturer MOONEY AIRCRAFT CORP. Model M20M  
Serial 27-0263 Registration Number N2176L  
Date of Manufacture 1999

Engine(s) currently installed:

Manufacturer LYCOMING Model TIO-540-AF1B Serial L-10131-61A  
Manufacturer \_\_\_\_\_ Model \_\_\_\_\_ Serial \_\_\_\_\_

Propeller(s) currently installed:

Manufacturer MCCAULEY Model B3D32C417-D  
HUB Model B3D32C417 Serial 983599-001732 Serial \_\_\_\_\_  
Blade Model 82NRD-7 Serial SH003 Serial SH008 Serial SH019  
Blade Model \_\_\_\_\_ Serial UC017 Serial UC020 Serial UC027



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.)
				I certify that the Altimeter tested to <u>35,000</u> feet on <u>10/4/98</u> and Static System tests required by FAR 91.411 have been performed.
				MOONEY AIRCRAFT CORP. TC 2A3
				By <u>J. G. Schmidt</u> <u>2/13/99</u>
				I find that the aircraft meets the requirements for the certification requested and have issued a (Standard) <del>Special</del> Airworthiness Certificate Dated <u>2/12/99</u> . The next Annual Inspection is due <u>2/12/00</u>
				MOONEY AIRCRAFT CORP. TC 2A3
				By <u>J. G. Schmidt</u> <u>2/13/99</u>
				SIGNED: <u>J. G. Schmidt</u> <u>D.M.R. 7420125W</u>


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.)
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**Mooney Factory Service Center**  
Airframe Logbook Entry

Date 3/24/99  
II/HM 21/21

Reg# N2176L  
Serial# 27-0263

AIRCRAFT WAS LICENSED WITHOUT PAINT AND INTERIOR. INTERIOR INSTALLED IAW MOONEY AIRCRAFT CORP. DRAWING# 130250. INSTALLED FIRE EXTINGUISHER IAW DRAWING# 950251. PAINTED AIRCRAFT IAW MOONEY SPECIFICATION 20, SECTION XLI. ALL FLIGHT CONTROLS REMOVED AND BALANCE CHECKED IAW SPECIFICATION 20 AND MOONEY DRAWING# 700020. CONTROLS REINSTALLED AND RIGGING CONFIRMED. INSTALLED IKS ICE PROTECTION SYSTEM CERTIFIED FOR FLIGHT INTO KNOWN ICING IAW STC SA00306WI. PROPELLER WAS DYNAMICALLY BALANCED AFTER IKS BOOT INSTALLATION. AIRCRAFT WAS RE-WEIGHED AND WEIGHT AND BALANCE RECORDS AND EQUIPMENT LIST REVISED. REFERENCE FAA FORM 337 OF THIS DATE. DETAILS OF WORK PERFORMED FILED AT THIS REPAIR STATION UNDER WO# 10859. END

  
MOONEY AIRCRAFT CORP.  
CRS# FH2R820K

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.)
				I certify that the Altimeter tested to <u>35,000</u> feet on <u>2/12/99</u> and Static System tests required by FAR 91.411 have been performed.
				MOONEY AIRCRAFT CORP. TC 2A3
				By <u>[Signature]</u> <u>2/12/99</u>
				I certify that the encoding altimeter tests required by FAR 91.217(b) have been performed.
				MOONEY AIRCRAFT CORP. TC 2A3
				By <u>[Signature]</u> <u>2/12/99</u>
				I find that the aircraft meets the requirements for the certification requested and have issued a (Standard) <del>Special</del> Airworthiness Certificate Dated <u>2/12/99</u> . The next Annual Inspection is due <u>2/12/00</u>
				SIGNED: <u>[Signature]</u> <u>DMR 772025W</u>

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.)
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**Mooney Factory Service Center**  
Airframe Logbook Entry



Date: 3/24/99  
T/H/M 21/21

Reg# N2176L  
Serial# 27-0263

AIRCRAFT WAS LICENSED WITHOUT PAINT AND INTERIOR. INTERIOR INSTALLED IAW MOONEY AIRCRAFT CORP. DRAWING# 130250. INSTALLED FIRE EXTINGUISHER IAW DRAWING# 950251. PAINTED AIRCRAFT IAW MOONEY SPECIFICATION 20, SECTION XII. ALL FLIGHT CONTROLS REMOVED AND BALANCE CHECKED IAW SPECIFICATION 20 AND MOONEY DRAWING# 700020. CONTROLS REINSTALLED AND RIGGING CONFIRMED. INSTALLED TKS ICE PROTECTION SYSTEM CERTIFIED FOR FLIGHT INTO KNOWN ICING IAW STC SA00306W1. PROPELLER WAS DYNAMICALLY BALANCED AFTER TKS BOOT INSTALLATION. AIRCRAFT WAS RE-WEIGHED AND WEIGHT AND BALANCE RECORDS AND EQUIPMENT LIST REVISED. REFERENCE FAA FORM 337 OF THIS DATE. DETAILS OF WORK PERFORMED FILED AT THIS REPAIR STATION UNDER WO# 10859. END

[Signature]  
MOONEY AIRCRAFT CORP.  
CRS# FH2R820K



AN:	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	YEAR:	RECORDING TACH TIME *	TE	
					DATE			
				 <p>MODERN AERO INC 14801 PIONEER TRAIL EDEN PRAIRIE, MN 55347 612-941-2595</p> <p>FAA APPROVED REPAIR STATION MZER198L</p> <p>N2176L      DATE: 07/28/99      HOBBS: 63.5</p> <p>INSTALLED RC ALLEN ELECTRIC HORIZON RCA 26BK-9(S). INSTALLED UNITED ALTIMETER AND BENDIX KING KN 64 DME P/N 066-1088-00 S/N 27445</p> <p><i>Dreg Schwartz</i></p>				
				 <p>MODERN AERO INC. 14801 PIONEER TRAIL EDEN PRAIRIE, MN 55347 612-941-2595</p> <p>FAA APPROVED REPAIR STATION MZER198L</p> <p>N2176L      DATE: 10/6/99      HOBBS: 114.2</p> <p>REMOVED STARTER P/N 31E21064 S/N 24-2094. INSTALLED NEW STARTER P/N 31E21064 S/N 24-2131. SHIMMED STARTER PER LYCOMING SERVICE INSTRUCTION 1447B REPLACED RING GEAR WITH NEW P/N 72566. OPERATION CHECK SATISFACTORY. REFERENCE MODERN AERO W/O# 27929-2</p> <p><i>Joe Kutasbi</i></p>				
5-99	63.5			<p>United altimeter Model # King KEA-130A P/N# 066-03064-000.5 S/N# 29852</p>				



NR:	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.)
1	17, 2000	#885	175.0	changed Defective Gear Down Limit Switch
4	new	1821-S		Rigged Gear TRS MODN SERVICE MANUAL Installed
2	#1 A/C	Battery		with new R6-24-15. Call box #47780355

**MOONEY AIRCRAFT CORP**  
AIRFRAME LOGBOOK

DATE: 10-05-2000  
HM: 211 S

S/N: 27-0263  
REG: N21761

REPLACED LH NOSE GEAR HINGE. RE-ALIGNED #2 KX 155A. REPLACED RH TAXI LIGHT. DETAILS ON FILE UNDER WO# 11265. END.

*St. J. Moran*

MOONEY AIRCRAFT CORP.  
CRS# FH2RS20K

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.)
1-17-01				Hour meter - 217.8 - HRS TOTAL
				This Aircraft Insp. and is safe for flight and there are no A.D. notes. That referring compliance prior to flight!
				<i>[Signature]</i> 1/4/04/29 END



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.)
April 20 2001			Hebbs 221.0 ANNUAL E LT eps check OK by 91 207 (d) - 4
			BATTERY JAN-2002 - GAS CAP SEALS OK
			AT this time - Replaced STATIC wic on Left Aileron - Replaced #1 BATTERY RG-24-75-
			Replaced @ IEA 550099-001 Nose Door ASSY - IEA
			340156-057 - IEA 340155-219 Lower Tube ASSY - IEA
			310374-501 Bulkhead ASSY - IEA 310374-503 Bulkhead ASSY
			IEA 950256-503 Step ASSY - IEA 550099-002 Door
			ASSY - IEA 560213-501 Ldg Assist Retract Spring
			IEA 210108-014 Wing Fairing - Lubed Landing
			GEAR and Flight controls. Checked

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.)
2001				GEAR Manual Extension and Electric Operation of Landing Gear - Cleared Fuel Screen - Lubed All wheel Bearings
				I hereby certify that this (aircraft) has been thoroughly inspected as per existing (aircraft)
				F.A.R.'s in accordance with a (annual) inspection and found to be in an airworthy (aircraft)
				condition. Tach Time <u>221.0</u> Hrs. A/C Total Time <u>221.0</u> Hrs.
				T.S.M.O.H. _____ Hrs. Engine Total Time <u>221.0</u> Hrs.
				Date of Prop O.H. _____ Time of P.O.H. <u>000</u> Hrs.
				Next annual inspection due <u>April 2002</u>
				<u>April 20 2001</u> <u>JAD</u> <u>Hebbs</u> <u>480628281</u>
				Date _____ Signature and License Number WILLMAR AIR SERVICE, INC. WILLMAR, MINN.



RECORDING TODAY'S TOTAL



Avionics of Minnesota, Inc.

Supplemental Log Entry for N2176L

Remove KLN 89B sn. 7165. Installed direct replacement KLN 94 in place of the KLN 89B. Completed FAA Form 337 and Flight Manual Supplement. Performed ground and flight test for IFR Approach certification. GPS System meets the requirements of AC 20-138 for follow on IFR Approach installation. Weight change is negligible.

The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service.

Pertinent details of the repair are on file at this repair station under Order # 8851 Date 5-15-2001  
Signed [Signature]  
AVIONICS OF MINNESOTA, INC. C.R.S. HOUR459K  
BRAINERD, MN 56401

2411 Airport Road NE  
Brainerd MN 56401  
218/828-1186  
800/766-1196  
Fax 218/828-4462  
C.R.S. HOUR459K

or Repair

East Coast Aviation;  
FAA CRS # EA6R508N  
Hangar 1730, Hanscom AFB  
Bedford, MA 01730

N2176L

W/O 10795

DATE: 8-2-01

HOBBS: 243.7

- Complied with MOONEY service bulletin # M20-276 by the installation of KIT # M20-276-001.
- Complied with MOONEY service bulletin # M20-275 by the installation of KIT # M20-275-001.

Signature

[Signature]

Work Order #

10795

Date

8-2-01

East Coast Aviation;  
Hanscom AFB-Hangar 1730-1  
Bedford, MA 01730

FAA Certified Repair Station EA6R508N

TEL: 781-274-0705

FAX 781-274-0714

SR:	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.)	YEAR:
CE					DATE
101	250.0	-	250.0	INSTALLED A NEW CONCORDE RG2415 BATTERY S/N CB-424256 IN THE #1 RIGHT POSITION. REPAIRED PANEL LIGHT CIRCUIT.	
				Signature <i>Joseph Gardner</i>	
				Work Order # 10892 Date 4-24-02	
				East Coast Aviation 11-2001 AFB-Hampden 1730 Hampden, MA 01901 FAA Certified Repair Station EA45RS, RN Phone 781-274-0105 Fax 781-274-0734	

## NORTHEAST AIR

987 Westbrook Street Portland, Maine 04102 Phone 207 774 6318 Fax 207 772 7035  
Repair Station FTUR030E

April 19, 2002 Mooney Model: M20M S/N: 27-0263 N2176L A/E I/T: 267.5 Hbbs: 267.5 W/O M8972  
AIRFRAM#

Complied with an Annual inspection using checklist from Mooney M20, Maintenance Manual. C/W AD research and updated listing to this date. Replaced ELF batteries, next replacement due per FAR Part 91.207 para (C) NLT March 2008. C/W ELT inspection per FAR Part 91.207 para (d) no problems found for ELT Ameri-King Corp. AK-450 s/n 455-706. Lubed stiff parking brake control cable. Reinstalled oxygen bottle after hydro test, next due April 2005. Cleaned fuel strainer filter, leak checked, no leaks. C/W Lycoming SB 342D Fuel injector fine inspection, no problem found. (AD 93-02-05) Adjusted landing up stop per maintenance manual, op's checked good. Installed new spring p/n 110003-007 on left main gear door. Replaced left door panel assy. p/n 350089-9507, prep'd and painted. Repaired RH main upper door and LH outer door. Assembled LH upper outboard MLG door with the following new parts: p/n's 550011-007 stiffener, 550041-001 stiffener, 550065-003 skin, 550097-001 stiffener. Installed new Michelin 600x G Gply tire s/n 1168H00229. Clean and repacked all wheel bearings. C/W Mooney lube chart items. C/W 5 landing gear retractions, no problems found. Repositioned nose gear turn limit pointer. Replaced vac relief valve filter p/n B 3-S-1. Installed new LH battery Concorde RG24-15, s/n off: CB331463, s/n on: 433249. Opened RH wing fuel panels and inspected interior for damage and resealed upper inboard seam for possible seepage, resealed access panels removed for inspection. Fill fuel tanks and leak checked, none found. Installed missing placards per requirements of Section II of the POH and Supplements. Note tire pressure, no push on rudder, & battery door placards p/n 150080-6060.

I certify that this Aircraft has been inspected in accordance with a Annual Inspection and determined to be in airworthy condition and is approved for return to service.

W.O.# M8972 I.T. 267.5 Hrs

Authorized Signature: *William R. Adams*  
Northeast Air, Inc. CRS FTUR030E  
987 Westbrook Street  
Portland, Maine 04102



EASTERN AIR CENTER FAR 31.411 & 31.413 PART 43 CERTIFICATION Form EAC A-1 Revised 11/1/01

N2176L

SYSTEM # 1 DATE 5/5/03 PERFORMED BY [Signature] INSPECTED BY [Signature]  
 CUSTOMER Madan A/C # N2176L A/C SN 27-0263 WO # 1237-20530  
 ALT. MAKE WAG P/N 130A S/N 29852 ADC MAKE F/N S/N S/N  
 OTTO MODEL: 6000-35 S/N:2607 [ 6000-50 S/N:0003 ] CALIBRATED 1/7/03 DUE 7/7/03  
 IFR MODEL: [ ATC-601 S/N:1601 ] [ ATC-600A S/N:239006816 ] CALIBRATED 11/5/02 DUE 11/5/03

1. PITOT & STATIC DRAINS OPENED/CHECKED/CLOSED. C/W [Signature] PART 43, APP. E (A) (1).  
 2. CASE LEAK TEST @ 18KFT FOR 1 MIN. TOLERANCE 100FT C/W [Signature] PART 43, APP. E (B) (V).  
 3. STATIC SYSTEM UNPRESS. @ FLD ELEV. +1000 FT FOR 1 MIN. TOL. -100 FT. C/W [Signature] PART 43, APP. E (A) (2).  
 PRESSURIZED @ 30 KFT FOR 1 MIN TOL. -500 FT. C/W N/A PART 43, APP. E (A) (2).

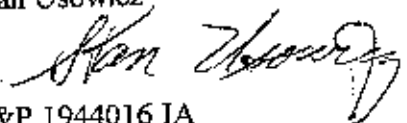
4. ALT. BARO SCALE ERROR TEST REF. ALT: 0 FT=29.92 IN HG. C/W [Signature] PART 43, APP. E (B) (VI).

BARO SET	READING	SPEC. +/- 25 FT.	BARO SET	READING	SPEC. +/- 25 FT.
28.10	-1735	-1727	29.92	0	0
28.50	-1340	-1340	30.50	+530	+531
29.00	-860	-863	30.90	+920	+893
			29.92	+923	+971

Norwood, MA 02062  
 CRS FRKR 394D  
 Form FAC A-5 Revised 2/2/99

N2176L  
 Airframe Records

Date: May 2, 2003 Hobbs Time: 332.5 Total Time: 332.5  
 C/W FAR 91.207(d) inspection. ELI Battery date: March 2008  
 C/W AD 2002-26-01 Fuel injector line inspection next due 1 year or tach 432.5.  
 AD's checked through 2003-8. Replaced right main tire with p/n 600X6X6 ply.  
 I certify that I have inspected this aircraft in accordance with an ANNUAL inspection  
 using a checklist that conforms to FAR Part 43 Appendix D and have found this aircraft in  
 an airworthy condition

Stan Usowicz  
  
 A&P 1944016 IA

Eastern Air Center  
 209 Access Road  
 Norwood Airport  
 Norwood, MA 02062



4094 3000 8255 +55 ±75

INSTRUMENT 1100 780 +30  
 OBSOLETE 1100 +30  
 A/C - ALTITUDE → +10 ±30

RECORDING TACH TIME	TODAY'S FLIGHT
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TOTAL TIME IN SERVICE
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Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

fy that the altimeter MINKAASDA S/N 21852 was tested to 20 feet on 3/2/05 and the static system tests required by FAR have been satisfactorily performed.  
 3/2/05  
 or Hobbs. Time: 486-4  
 Work Order # 9824

I certify that A/C Transponder Tests required by FAR 91.413 have been satisfactorily performed.

Keyson Airways Corporation  
 FAA Certified Repair Station KNMR864S

Date: 3/2/05

Work Order # 9824

M. I.# KT76C

Serial # 6238

Lact. or Hobbs. Time: 486-4

Signature

Keyson Airways Corporation  
 FAA Certified Repair Station KNMR864S

YEAR	RECORDING TACH HOURS TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)</small>
4/27/06	518.9	→		ACTIVATED & SERVICED NEW GILL LEAD ACID BATTERY S/N 6-02238177, I.A.W. GILL SERVICE INSTRUCTIONS OPS CHECKED GOOD.
4/27/06	518.9	→		INSTALLED VENT/DRAIN HOSE FOR GILL BATTERY, DRILLED HOLE FOR DRAIN LINE IN STRINGER.
				Signature: <i>[Signature]</i> Work Order # 10821 D: 4/27/06 Keyson Airways Corporation FAA Certified Repair Station KNMR864S





ate. 6/1/2005 Aircraft: N2176L S/N 27-0263 Hobbs: 486 0 Total Time 486 0 Shop Order# 9804 9758 & 9758.1

Performed an Annual Inspection of the aircraft in accordance with the inspection checklist contained in M20M Maintenance Manual.  
Performed a computerized research of all potential Airworthiness Directives (AD's) through bi-weekly issue # 2005/07.  
Complied with FAR 91.207 (d) ELT Check by inspection. ELT battery due 2/05.  
Cleaned and repacked wheel bearings with Aeroshell #5 grease.  
Cleaned the landing gear using a grease soluble solvent under pressure.  
Lubricated the aircraft in accordance with the lubrication guide contained in the M20M Maintenance manual.  
Cleaned & inspected fuel filter bowl & fuel filter. Pressurized the fuel system to check for leaks and none were noted.  
Cleaned & inspected batteries & cleaned the battery boxes.  
Serviced aircraft battery & cleaned the battery boxes.  
Removed & replaced vacuum regulator filter, gyro central air filter, vacuum pump inlet filter & stand-by vacuum pump inlet filter.  
Removed, cleaned, inspected & reinstalled fuel caps with new o-rings.  
Performed operational check of TKS System.  
C/W 200 Hr. Speed Brake Inspection.  
C/W SB 343 (Trim Bearing) by inspection.  
C/W 500 Hr. Flap Actuator Inspection by inspection & maintenance.  
Removed & replaced right wing tie down ring.  
Tightened all three fittings at the TKS proportioning unit for the tail and one at the filter. Removed and replaced the o-rings for two fittings in the tail. Pressurized the system with no leaks noted.  
Adjusted opening for the stall warning vane to allow for greater range of motion. Flight tested with satisfactory results.  
Removed & replaced left & right recognition light assemblies, p/n 880049-501. Operationally tested with satisfactory results.  
Cleaned the connector pins and sockets for the tachometer sensor. Operationally tested with satisfactory results.  
Adjusted the cowl flap potentiometer to allow the scale to read accurately on the indicator.  
Installed a new screw on the flap indicator mount.  
Removed and replaced the right aft nav light bulb p/n 34-0428070-64. Operationally tested with satisfactory results.  
Resecured the cowl flap switch in the panel.  
Removed and replaced the latch assembly, p/n 800168-503 for the alternate air door. Adjusted the latch position and secured screws. Operationally tested with satisfactory results.

Keyson Airways Corporation FAA CRS KNMR8E4S PAGE 1 OF 4

YEAR: RECORDING TODAY'S TOTAL

\*Removed the right stinger close out panel. Removed the nutplate from the bottom. Fit a new panel p/n 470002-013 by drilling mounting holes and trimming around the tie down ring. Mounted the original nutplate using cherry max rivets. Panel painted and striped by the paint shop. Applied anti-chafe tape to the inside of the panel.  
\*Removed and replaced all landing gear shock discs, p/n 210125. I/A/W M20M Service Manual 32-81-00. Replaced the fasteners as required. Torqued the fasteners to Mooney specifications and greased the bushings.  
\*Removed and replaced the right fuel cap type placard, p/n 150058-A2003 the tow limit warning placard p/n 150080-5023 and the tow limit placard, p/n 150056-A2022W.  
\*Removed sheared rivet located forward of the right inboard main landing gear door. Removed previously installed RTV behind the fairing. Contoured the trailing edge of the fairing to fit tighter. Installed two blind cherry max rivets. Touched up the paint to match existing color scheme.  
\*Repositioned the connectors and wiring in the center console panel and under the pilot's side instrument panel to prevent chafing from the aileron bellcrank.  
\*Trimmed the cotterpin located in the tail by the stabilizer trim chain gear to prevent chafing against the chain.  
\*Adjusted the down micro switch cam lobe in the right speed brake i/a/w M20M Maintenance Manual.  
\*Removed the forward main gear actuator clevis bolts. Removed the washers. Reinstalled the forward main gear actuator tube clevis bolts with the proper washer stack. Operationally tested with satisfactory results.  
\*Cleaned the horizontal stabilizer trim tubes. Cleaned the anti-chafe sleeves and repositioned...  
\*Adjusted nose gear control rod ends to achieve proper preload dimensions for the nose landing gear i/a/w M20M Maintenance Manual. Operationally tested with satisfactory results.  
\*Removed the outer cover plate and retorqued the nose landing gear steering idler arm nut. Reinstalled the cover and applied RTV.  
\*Adjusted the steering stops to 0.020" i/a/w M20M Maintenance Manual. Operationally tested with satisfactory results.  
\*Secured the #1 battery cable to prevent interference with the rudder control tube.  
\*Disconnected the aft rudder and elevator bellcranks. Reset the elevator bellcrank tension to remove play. Reassembled the bellcranks keeping the original washer stack-up. Checked the control stops rudder, and elevator for free and correct travel with satisfactory results.  
\*Reshimmed the pilot's seat worm drive. Tightened and safed all four pivot bolts as required.

Keyson Airways Corporation FAA CRS KNMR8E4S PAGE 2 OF 4



Date: 7/26/2006 Aircraft N217EL Type: M20M S/N: 27-0283 Hobbs: 522.10 Total Time: 522.10

PT 52

Performed a 100-hour/Annual inspection on the airframe and propeller in accordance with the inspection checklist contained in the M20M Maintenance Manual. Inspected Propeller. Dressed each blade to remove minor nicks and abrasions. Painted each blade face with flat black paint. Painted each blade tip matching the previous color. Lubricated hub with proper grease. Complied with FAR 91.207 (d) inspection and operational check of ELT. The battery is due for replacement on 07/2007. Inspected batteries, serviced electrolyte and charged batteries. Inspected and cleaned battery boxes. Touched up each battery box paint as required. Reinstalled batteries and electrical connections. Removed and replaced four vacuum regulator and/or gyro filters. Disassembled and inspected Fuel Caps. Removed and replaced seals. Reassembled, set tab lever tension and safetied. Removed and inspected the induction air filter with no faults noted. Reinstalled and secured the air filter. Prepared the wing, horizontal and vertical surfaces for an operational test of the TKS system. Operated the TKS system per Chapter 30 of the Mooney Service Manual and examined each panel to determine the presence of deicing fluid and its flow rate. Checked the operation in the low and high flow rate modes. Checked the operation of the windshield and propeller deicing portions as applicable. Verified the proper operation of the control panel and related annunciator lights. Upon completion of the operational test all fluid was washed off surfaces and the fluid reservoir replenished. Gained access to and removed the electric flap actuator gear box. Partially disassembled, cleaned, and inspected visually for defects. Re-lubricated the shaft and ball screw with MIL-G-81322 grease in accordance with Chapter 5 of the service manual. Reassembled and installed the actuator in accordance with Chapter 27-50-00. Verified proper flap rigging and operation. Next inspection due in 500 hours. Complied with Allied Signal Inspection Bulletin 343 in accordance with the associated instructions. Removed the Trim Carrier bearings cleaned and inspected, no defects were noted. Re-greased using MIL-G-23827 grease and reassembled the Trim Carrier bearing. Performed an operational check of the manual and electric trim system and noted smooth and satisfactory operation. Removed and replaced the down lock micro switch, p/n 1EN1S and safetied. Performed several gear swings with satisfactory results. Inspected the landing gear preloads: Left nose - .55 Right nose - .54, Left main - 275, Right main - 278. Placed Revision F Pilot Operating Handbook in the aircraft. Removed the chafe tape at both lower corners of the engine cowls. Cleaned the area. Installed anti chafe tape as needed on the engine cowl flange to prevent chafing. Removed and replaced the left battery vent tube and adel clamp.

Left

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.)
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PT 52

Complied with Mooney SB286 Circuit Wire Inspection/Change in accordance with the accomplishment instructions 1 through 6. Disconnected the wires and removed the circuit breaker panel. Removed the radio and panel next to the circuit breaker panel. Removed the rivets securing the panels together. Removed and replaced a wire pin connector. Reinstalled the circuit breaker panel. Disconnected the TKS line from the filter at the tee fitting and swaged the olive. Removed and replaced the oring, p/n S1201-20. Reinstalled the TKS line and leak checked with no leaks noted. Accessed the rear baggage panels and installed battery tenders, p/n PT24V022-0158 onto the battery, installed battery extensions to the cables. Reinstalled the rear access panel. Operationally tested the battery tender with satisfactory results. Retorqued the adel clamp for the TKS tube on the propeller. Repositioned both ends of the seat hose to prevent chafing on the bottom of the oil cooler. Removed and replaced the tennis wire connector on the suction screen. Operationally tested the Tanis heater with satisfactory results. Airframe systems and components operate and leak check good.

I certify that this aircraft has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition and is approved for return to service. Pertinent details of this inspection are on file at this repair station, KNMR064S under the work order listed.

Date 7-26-06 Keyson Airways W/O Z11016

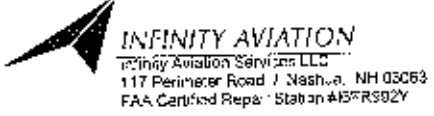
Tach/hobbs time 522.10 Aircraft TT 522.10

Signature [Signature]





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.)
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Infinity Aviation Services LLC PAGE 2 OF 2

I certify that this aircraft has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition and is approved for return to service. Pertinent details of this inspection are on file at this facility, Infinity Aviation Services LLC under the work order listed.

Signature: Lee Abt  
 Date: 12/5/2008, W/O: 112493  
 Infinity Aviation Services LLC  
 FAA Certified Repair Station  
 #15FR992Y


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.)
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I certify that the altimeter, static system, transponder, and altitude reporter test required by FAR's 91.411, 91.413, & 91.217 have been performed and I found within the limits of FAR 43, appendices E & F and AC 43-6A.

TESTED TO 30,000 FEET ON 11/02/08

Transponder: Mfg King p/n     
 Model KT706C s/n 60238

Encoder: Model KEA 130A p/n    s/n 29852

Altimeter: (1) Mfg KEA 130A p/n    s/n 29852  
 (2) Mfg    p/n    s/n   

W/O A12464 Tach/Hobbs 552.2  
 Date 11/02/08 Sign Lee Abt  
 Infinity Aviation Services LLC Nashua, NH 03063 FAA Repair Station #15FR992Y
