

AIRCRAFT TECHNICAL LOGS

Section 1. AIRCRAFT

AIRCRAFT

1. Nationality and Registration N333PU
2. Manufacturer's Designation DA40
3. Manufacturer's Serial Number 40.527
4. Type Approval or Specification Number A-224 / A47CE
5. Date of Manufacture 2005
6. Aircraft Inspection Cycle _____

CALIBRATION CARD ALTIMETER

P/N: 5934PD-3

C/N: A.130

S/N: 445549

Standard Alt (Ft)	Alt Reading (Ft) @ Room Temp	Standard Alt (Ft)	Alt Reading (Ft) @ Room Temp
-1,000	-10	14,000	-65
0	+5	16,000	-70
500	+10	18,000	-65
1,000	+15	20,000	-65
1,500	+20	22,000	
2,000	+15	25,000	
3,000	+25	30,000	
4,000	+20	35,000	
6,000	+10	40,000	
8,000	-15	45,000	
10,000	-40	50,000	
12,000	-55		



Date: 4-6-05

Tested By:

Inspected By:

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETION
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD	0	0	0	0	AIRCRAFT NOW WITH HARTZELL PROPELLER INSTALLED AS PER SER. NO. 30000

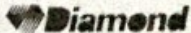
ENGINEERING RECORD



DIAMOND AIRCRAFT INDUSTRIES INC.
D.O.T. APPROVED MANUFACTURER #161-93

SERIAL NUMBER REGISTRATION MARK

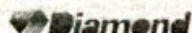
40.527 N333PU



I certify that the ATC Transponder & Altitude Reporting System(s) have been tested in Accordance with Standard 571, Appendix F F.A.R. 91:217: & F.A.R. 91:413.

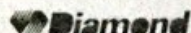
DATE INSPECTOR

02 June, 2005 *[Signature]* DA Q 13



01 JUNE 2005 S/N 40.527
COMPASS DEVIATION, ALL ELECTRICS ON

FOR	N	30	60	E	120	150
STEER	002	031	061	089	119	150
FOR	S	210	240	W	300	330
STEER	181	208	237	268	301	333

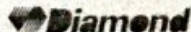


INDEPENDENT CHECK OF FLIGHT AND POWERPLANT CONTROLS

DATE INSPECTOR DA Q 85

02 June, 2005 *Albert Pappas*

JUNE 02 2005	0	0	0	0	AIRCRAFT SERVICEABLE FOR FLIGHT
JUNE 02 2005				25	
JUNE 02 2005				39	
JUNE 03 2005				39	AIRCRAFT SERVICEABLE FOR FLIGHT
JUNE 03 2005				44	
JUNE 03 2005				49	
JUNE 08 2005				49	ALL DISCREPANCIES RECTIFIED



DIAMOND AIRCRAFT INDUSTRIES INC.
D.O.T. APPROVED MANUFACTURER #161-93

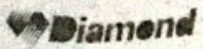
I HEREBY CERTIFY THAT THIS AIRCRAFT CONFORMS TO THE APPROVED TYPE DESIGN DATA AND IS IN A FIT AND SAFE STATE FOR FLIGHT.

DATE INSPECTOR DA Q 13

08 June, 2005 *[Signature]*

ARMED INTEGRATED AVIONICS SYSTEM INSTALLED AS PER SER. NO. 501025411 AM2005-1 →

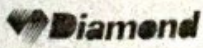
NUMBER
BA
Q 13



I certify that the Static Pressure system has been inspected and tested in accordance with Standard 571, Appendix B of the Airworthiness Manual, and F.A.R. 91:411

DATE 02 June, 2005 INSPECTOR [Signature] (DA Q 13)

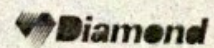
Table with 2 columns and 10 rows, mostly crossed out with a diagonal line.



The ELT was tested and inspected in Accordance with Standard 571, Appendix G of the Airworthiness Manual and F.A.R. 91:207(d)

ANNUAL INSPECTION DUE: JUNE 2006
BATTERY DUE: AUGUST 2007

DATE 02 June, 2005 INSPECTOR [Signature] (DA Q 13)

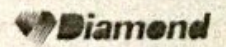


DIAMOND AIRCRAFT INDUSTRIES INC.
D.O.T. APPROVED MANUFACTURER #161-93

THIS AIRCRAFT WAS INSPECTED FOR CONFORMITY TO APPLICABLE COMPANY RELEASED DOCUMENTS (DRAWINGS, SPECIFICATIONS, CONCESSIONS) AND IS SERVICEABLE.

DATE 02 June, 2005 INSPECTOR [Signature] (DA Q 13)

Table with 2 columns and 7 rows, containing signatures and (DA Q 13) stamps.



U.S. STANDARD AIRWORTHINESS CERTIFICATE
ISSUED

DATE: JUN 10 2005 AND INSTALLED IN THE

AIRCRAFT ON BEHALF OF THE F.A.A. ON:

DATE: JUN 10 2005
NE-MIDO-46



7-17
A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL.

TYPE: DIAMOND DA40-180 TACH TIME: 21.4 Hrs.
"N" #: N333PU AIRFRAME TT: 21.4 Hrs.
DATE: 06/02/2006

At this time the airframe was opened and cleaned for inspection. All components were inspected and lubed in accordance with Diamond Service Manuals. All wheel bearings were cleaned and greased. The rudder cable tensions were checked and the rudder hinge was cleaned and lubed. The mixture cable lean position cushion was adjusted. The air filter was removed, cleaned, re-oiled, and installed. The fuel strainer was cleaned and installed with a new o-ring. The LH rear nav light bulb was replaced P/N: 34-0428070-64. The ACK ELT M/N: E-01, S/N: 051737 was inspected and tested in accordance with FAR 91.207 (d) (1-4). The ELT battery is due for replacement 08/2007. The aircraft battery was charged.

AD93-05-06, effective 4/29/2005, on ignition switch is due at a total time of 2000 hours. **Diamond MSB40-046**, dated 11/11/2005, on inspection of nose landing gear leg, was complied with by dye penetrant inspection and found no defects, the next compliance is due in 200 hours at a total time of 221.4 hours. **Diamond MSB40-044/1**, effective 01/11/2006, to prevent cracks in exhaust riser pipes, was complied with by installation of muffler brace kit. No further action required. -----CONTINUED.

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL.

TYPE: DIAMOND DA40-180 TACH TIME: 35.3 Hrs.
"N" #: N333PU AIRFRAME TT: 35.3 Hrs.
DATE: 06/28/2007

At this time, the airframe was opened and cleaned for inspection. All components were inspected and lubed in accordance with Diamond Service Manuals. All wheel bearings were cleaned and greased. The rudder cable tensions were checked and the rudder hinge was cleaned and lubed. The elevator trim tab friction was adjusted as needed. The air filter was removed, cleaned, re-oiled, and installed. The fuel strainer was cleaned and installed with a new o-ring. The GMA1347, S/N: 47100885, was removed and an overhauled unit from Garmin W/O# SO# 364484, dated 11/9/2006, GMA1347, S/N: 47105464, was installed. The ELT batteries were replaced. The ACK ELT M/N: E-01, S/N: 051737 was inspected and tested in accordance with FAR 91.207 (d) (1-4). The ELT batteries are due for replacement 06/2009. The ELT remote switch contacts were adjusted and the battery is due for replacement 09/2013. The aircraft battery was charged.

AD2007-11-21, effective 07/09/2007, on abnormal manufacturing variations of the universal joints in combination with mechanical wear can lead to a joint failure and subsequent disconnection between selector and the fuel valve. P/N: D41-2823-20-00 Rev A installed. Compliance required every 1000 hours.

AD2006-23-04, effective 11/28/2006, intended to address the unsafe condition described in the MCAI. was complied with in accordance with WI-MSB-40.48/2. Installed Precision Fuel Servo and Precision Flow Divider after inspection by G & N Aircraft W/O# 64130, dated 06/14/2007.

AD93-05-06, effective 4/29/2005, on ignition switch is due at a total time of 2000 hours.

J.A. AIR CENTER

DuPage Airport • West Chicago, IL 60185

FAA Repair Station #NF2R029L

AIRFRAME LOG ENTRY

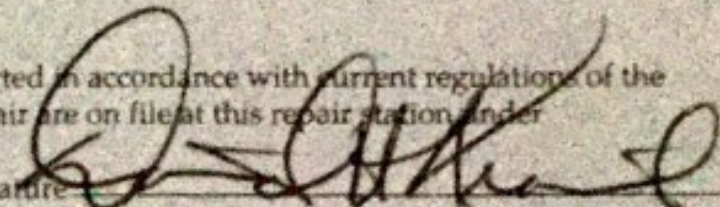
Type DA40
S/N 40-527
N# 333PU

Description of work done:

Complied with mandatory service bulletin No. 0522
dated 9 June 2005. In re: GIA 63 outside covers.

MAINTENANCE RELEASE

The aircraft, airframe, engine, appliance, or component identified was repaired and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this repair station under

WO 205314 Date 6-27-05 Tech/Hobbs x 14.2 Signature 

Inspector (print) David H. Krant

1120

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL.

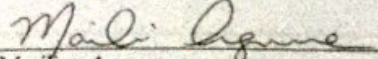
TYPE: DIAMOND DA40-180
"N" #: N333PU
DATE: 06/02/2006

TACH TIME: 21.4 Hrs.
AIRFRAME TT: 21.4 Hrs.

Diamond MSB40-033, effective 02/15/2005, on exhaust system, was complied with by inspection; no defects noted at this time. The next inspection is due in 50 hours at a total time of 71.4 Hrs. All AD's were checked thru BI-weekly 2006-10.

-----END-----

I certify this aircraft has been inspected in accordance with an ANNUAL INSPECTION and was determined to be in airworthy condition.


Marilina Angarone
AP 344688075 IA

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL.

TYPE: DIAMOND DA40-180
"N" #: N333PU
DATE: 06/28/2007

TACH TIME: 35.3 Hrs.
AIRFRAME TT: 35.3 Hrs.

Diamond MSB40-046/1, dated 04/25/2007, on inspection of nose landing gear leg, was complied with by dye penetrant inspection and found no defects, the next compliance is due in 200 hours at a total time of 235.3 hours.

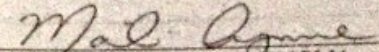
Diamond MSB40-033, effective 02/15/2005, on exhaust system, was complied with by inspection; no defects noted at this time. The next inspection is due in 50 hours at a total time of 85.3 Hrs.

Diamond Optional Service Bulletin OSB-40-050, dated 10/30/2006, by installation of external static pressure source for KAP140 autopilot system in accordance with Work Instruction WI-OSB-40-050, dated 10/30/2006. After installation, inspected for kinks, possible chafing, and leaks - no defects were noted. The weight and balance form was revised see ship's records this date. All Garmin SSB 0622, dated 11/21/2006, on G1000 System Software Version Update, was complied with by upgrading software to 0369.12 with loader card P/N: 010-00369-12 and installed boot blocker version 4.01.

AD's were checked thru BI-weekly 2007-12.

-----END-----

I certify this aircraft has been inspected in accordance with an ANNUAL INSPECTION and was determined to be in airworthy condition.


Marilina Angarone AP 344688075 IA

DATE
HRS. MIN. HRS. MIN.

NOTE: USE BOTH PAGES AND ADMIN.

BROUGHT FORWARD

J.A. AIR CENTER
DuPage Airport • West Chicago, IL 60185
FAA Repair Station #NF2R029L

Type DA 40
S/N 40-527
N# 333PU

Description of work done:

AIRFRAME LOG ENTRY

Tested Altimeter(s), Altitude Reporting and Static System(s)
in accordance with Part 43, Appendix E for compliance with
FAR 91.411 and FAR 91.413.

Pilot Altimeter P/N GDC-74A S/N 47802139 Range 20k

Copilot Altimeter P/N 5934PD-3 S/N 445549 Range 20k

Transponder tested in accordance with Part 43, Appendix F
for compliance with FAR 91.413 this date.

Date 28JUN 07 Make GARMIN Model GTX33 S/N 84701301

MAINTENANCE RELEASE

The aircraft, airframe, engine, appliance, or component identified was repaired and inspected in accordance with current regulations of the
Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this repair station under

WO 212123 Date 28JUN 07 Tach/Hobbs 35.4 Signature *Doug Mall*
47.9 Inspector (print) Doug Mall

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL

TYPE: DIAMOND DA40-180 TACH TIME: 44.4 Hrs.
"N" #: N333PU AIRFRAME TT: 44.4 Hrs.
DATE: 07/28/2008

Aircraft inspected for ferry flight to 1C5. Ferry permit was issued to N333PU to fly from Eagle
River, WI to Bolingbrook, IL for an annual inspection. -----END-----

John J. Blaha Jr.
John J. Blaha Jr.
AP 2238954

ENGINEERING RECORD

ENTRI

A & M Maintenance Services, Inc. - IC5
Clow International Airport, Bolingbrook, IL

TYPE: DIAMOND DA40-180
"N" #: N333PU
DATE: 08/01/2008

TACH TIME: 45.9 Hrs.
AIRFRAME TT: 45.9 Hrs.

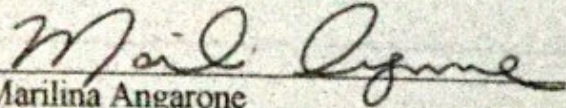
Diamond MSB40-033, effective 02/15/2005, on exhaust system, was complied with by inspection, no defects noted at this time. The next inspection is due in 50 hours.

Garmin MSB 0823 (SA 0824), effective 09/10/2008, on CRS/BARO knobs, the knobs on the installed displays were checked for interference with none found.

Garmin MSB 0738 Rev B, effective 10/31/2007, on transient voltage suppressors, was complied with by inspection. TVS's not damaged and not in date code block - no further action required. AD's were checked thru BI-weekly 2008-15.

-----END-----

I certify this AIRCRAFT has been inspected in accordance with an ANNUAL INSPECTION and was determined to be in airworthy condition.


Marilina Angarone
AP 344688075 IA

ALT TEST DATA PER FAR 91.411 iaw FAR 43, APP. E
 AVIONICS PLACE-REPAIR STATION NO. FQ5R866M

CUSTOMER NAME:

ATM MAINTENANCE SERVICES INC

N NO:

N333PL

DATE:

9/1/09

W.O. NO.:

N333PL

INSP. BY:

egb

ALT S/N

4455-49

MODEL

5934P0-3

TABLE I

ALT	TOL	IND	TEST	TOL	IND
-1000	20	0	CASE LEAK	100	0
0	20	0	HYSTERISIS		
500	20	0	1ST TEST 50%	75	-50
1000	20	0	2ND TEST 40%	75	+20
1500	25	+15	AFTER EFFECT	30	+20
2000	30	+20			

TABLE II

TABLE III

ALT	TOL	IND	FRICITION	ALT	TOL	IND
1000	70	20	20	28.10	-1727	0 25
2000	70	20	20	28.50	-1340	0
3000	70	20	20	29.00	-863	0
5000	70	20	20	29.50	-392	-10
10000	80	20	20	29.92	0	
15000	90	20	20	30.50	531	-10
20000	100	20	20	30.90	893	-10
25000	120	20	20	30.99	974	-10

TABLE IV

ALT	TOL	IND	FRICITION	ALT	TOL	IND
10000	80	20	20	29.92	0	
15000	90	20	20	30.50	531	-10
20000	100	20	20	30.90	893	-10
25000	120	20	20	30.99	974	-10
30000	140					
35000	160					
40000	180					
50000	250					

NEXT IFR
 CERTIFICATION
 DUE BY:

10/1/11

ALT TEST DATA PER FAR 91.411 iaw FAR 43, APP. E
 AVIONICS PLACE-REPAIR STATION NO. FQ5R866M

CUSTOMER NAME: A.M. MAINTANCE SERVICES
 N NO: N333PU DATE: 9/1/09
 W.O. NO: 12479 INSP BY: [Signature]
 ALT S/N: 47802139 MODEL: GDC 74A

TABLE I		TABLE II	
ALT	TOL	IND	TEST
-1000	20	-20	CASE LEAK
0	20	-20	HYSTERISIS
500	20	-20	1ST TEST 50%
1000	20	-20	2ND TEST 40%
1500	25	-15	AFTER EFFECT
2000	30	-20	
3000	30	-25	
4000	35	-30	
6000	40	-35	
8000	60	-40	
10000	80	-40	
12000	90	-40	
14000	100	-50	
16000	110	-50	
18000	120	-55	
20000	130	-60	
22000	140		
25000	155		
30000	180		
35000	205		

TABLE III FRICTION		TABLE IV BARO SCALE	
ALT	TOL	HG	ALT
1000	70	28.10	-1727
2000	70	28.50	-1340
3000	70	29.00	-863
5000	70	29.50	-392
10000	80	29.92	0
15000	90	30.50	531
20000	100	30.90	893
25000	120	30.99	974
30000	140		
35000	160		
40000	180		

NEXT IFR
 CERTIFICATION
 DUE BY: 10/1/11

THE FOLLOWING ALTIMETER SYSTEM AND ALTITUDE REPORTING EQUIPMENT TESTS AND INSPECTIONS AS REQUIRED BY FAR 91.411 iaw FAR 43 APPENDIX "E" HAVE BEEN PERFORMED.

AVIONICS PLACE FQ5R866M ROCKFORD IL
 PARA (A) STATIC SYSTEM N333PU
 DATE 9/1/09

PARA (B) ALTIMETER
 PILOTS GDC 74A S/N 47802139
 C.P.'s 5934PD-3 S/N 445549
 TESTED TO 20K FT. DATE 9/1/09

PARA (C) INTEGRATED SYSTEM TEST
 DATE 9/1/09 W.O. # 12479
 SIGNED BY [Signature]

ATC TRANSPONDER TESTS AND INSPECTIONS AS REQUIRED BY FAR 91.413 iaw FAR 43 APPENDIX "F" HAVE BEEN PERFORMED:

DATE 9/1/09
 AVIONICS PLACE FQ5R866M ROCKFORD IL
 MODEL GTX 33 S/N 84701301
 SIGNED BY [Signature]

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL

D FOR CC

TYPE: DIAMOND DA40-180 TACH TIME: 64.7 Hrs.
"N" #: N333PU AIRFRAME TT: 64.7 Hrs.
DATE: 09/03/2009

At this time, the AIRCRAFT was opened and cleaned for inspection. All components were inspected and lubed in accordance with Diamond Service Manuals. All wheel bearings were cleaned and greased. The nose gear pivot was cleaned, greased, and the tension was set. The surface travels were checked and the rudder cable tension was checked. The rudder hinge and "S" slides were cleaned and lubed. The elevator trim tab friction was checked. The fuel strainer was cleaned and installed with a new o-ring. The engine mount to firewall bolt torque was checked. **The emergency battery pack is next due 08/2010. The ACK ELT M/N: E-01, S/N: 051737 was inspected and tested in accordance with FAR 91.207 (d) (1-4). The ELT batteries were replaced P/N: MN1300 and are next due for replacement 09/2011. The ELT remote switch battery is due for replacement 09/2013.** The aircraft battery was charged.

AD2009-10-04, effective 06/17/2009, on inspection of nose landing gear leg, was previously complied with; the next compliance is due at 245.9 hours.

AD 2009-07-14, effective 05/11/2009, on voids in the main wings, does not apply by serial number.

AD2007-11-21, effective 07/09/2007, on the universal joints in the fuel selector and the fuel valve, P/N: D41-2823-20-00 Rev A installed. Compliance required every 1000 hours.

AD93-05-06, effective 4/29/2005, on ignition switch is due at a total time of 2000 hours.

MSB-40-054/1, to reinforce the pitot, static, and stall warning lines, was complied with in accordance with WI-MSB-40-054 by installing kit P/N: MSB-40-054-kit. No further action required.

-----CONTINUED

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL

TYPE: DIAMOND DA40-180 TACH TIME: 75.7 Hrs.
"N" #: N333PU AIRFRAME TT: 75.7 Hrs.
DATE: 10/01/2010

At this time, the AIRCRAFT was opened and cleaned for inspection. All components were inspected and lubed in accordance with Diamond Service Manuals. All wheel bearings were cleaned and greased. The brakes were bled and serviced with hydraulic fluid. **The rudder cables were replaced with P/N: CSKIT-04** and the cable tensions were set. The rudder hinge and "S" slides were cleaned and lubed. The elevator trim tab friction was checked. The fuel strainer was cleaned and installed with a new o-ring. The induction air filter was cleaned and oiled. The engine mount to firewall bolt torque was checked. **The emergency battery pack was replaced P/N: D41-2560-93-00, and is next due 10/2012. The ACK ELT M/N: E-01, S/N: 051737 was inspected and tested in accordance with FAR 91.207 (d) (1-4). The ELT batteries are due for replacement 09/2011. The ELT remote switch battery is due for replacement 09/2013.** The aircraft battery was charged.

AD2009-10-04, effective 06/17/2009, on inspection of nose landing gear leg, was previously complied with; the next compliance is due at 245.9 hours.

AD93-05-06, effective 4/29/2005, on ignition switch is due at a total time of 2000 hours.

-----CONTINUED

ENTRIES, DR/

A & M Maintenance Services, Inc. - IC5
Clow International Airport, Bolingbrook, IL

LICEN
NUMB

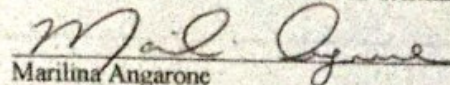
TYPE: DIAMOND DA40-180
"N" #: N333PU
DATE: 09/03/2009

TACH TIME: 64.7 Hrs.
AIRFRAME TT: 64.7 Hrs.

Diamond MSB40-033, effective 02/15/2005, on exhaust system, was complied with by inspection, no defects noted at this time. The next inspection is due in 50 hours.
AD's were checked thru BI-weekly 2009-17.

-----END-----

I certify this AIRCRAFT has been inspected in accordance with an ANNUAL INSPECTION and was determined to be in an airworthy condition.



Marilina Angarone
AP 344688075 IA

A & M Maintenance Services, Inc. - IC5
Clow International Airport, Bolingbrook, IL

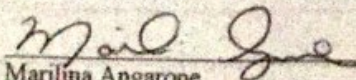
TYPE: DIAMOND DA40-180
"N" #: N333PU
DATE: 10/01/2010

TACH TIME: 75.7 Hrs.
AIRFRAME TT: 75.7 Hrs.

Diamond MSB40-067, effective 07/14/2010, to check the emergency exit lever, was complied with by replacement of the exit lever with P/N: DA4-5200-71-00_1.
Diamond MSB40-033, effective 02/15/2005, on exhaust system, was complied with by inspection, no defects noted at this time. The next inspection is due in 50 hours.
AD's were checked thru BI-weekly 2010-19.

-----END-----

I certify this AIRCRAFT has been inspected in accordance with an ANNUAL INSPECTION and was determined to be in an airworthy condition.



Marilina Angarone
AP 344688075 IA

DATE

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL

COMPLETE

TYPE
"N" #
DATE

DIAMOND DA40-180
N333PU
10/19/2011

TACH TIME: 84.8 Hrs.
AIRFRAME TT: 84.8 Hrs.

At this time, the AIRCRAFT was opened and cleaned for inspection. All components were inspected and lubed in accordance with Diamond Service Manuals. All wheel bearings were cleaned and greased. The nose wheel pivot was cleaned, greased, and the friction was set. The brake reservoir was checked, no service needed. The rudder cable tension was checked, no adjustment needed. The rudder bearing, torque plate, s-slides, and pedal assemblies were cleaned and lubed. The elevator trim tab friction was checked. The fuel strainer was cleaned and installed with a new o-ring, P/N ORO-375. The induction air filter was cleaned and oiled, replacement is due @ 500 hrs TT. The 5yr engine mount to firewall bolt inspection was performed, no corrosion found, the next inspection is due 10/2016. The engine mount to firewall bolt torque was checked. The emergency battery pack voltage was checked and is due for replacement 10/2012. The ACK ELT E-01, S/N 051737 was inspected and tested in accordance with FAR 91.207 (d) (1-4). The ELT batteries were replaced, 8ea P/N MN1300R, the next replacement is due 10/2012. The ELT remote switch battery is due for replacement 09/2013. The aircraft battery was charged.

AD2010-25-01, effective 01/11/2011, on pax door retaining bracket, was complied with by installation of improved bracket, P/N DA4-5200-00-69-SB, and installation of temporary revision AFT-TR-MAM-40-428 into the Airplane Flight Manual in accordance with W1-MSB-40-070.

AD2009-10-04, effective 06/17/2009, on inspection of nose landing gear leg, was previously complied with; the next compliance is due at 245.9 hours.

AD93-05-06, effective 4/29/2005, on ignition switch is due at a total time of 2000 hours.

CONTINUED

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL

DIAMOND DA40-180
"N" #: N333PU
DATE: 09/06/2012

TACH TIME: 93.4 Hrs.
AIRFRAME TT: 93.4 Hrs.

At this time, the AIRCRAFT was opened and cleaned for inspection. All components were inspected and lubed in accordance with Diamond Service Manuals. All wheel bearings were cleaned and greased. The nose wheel pivot was cleaned, greased, and the friction was set. The brake reservoir was checked, no service needed. The rudder cable tension was checked, no adjustment needed. The rudder bearing, torque plate, s-slides, and pedal assemblies were cleaned and lubed. The elevator trim tab friction was checked. The fuel strainer was cleaned and installed with a new o-ring, P/N ORO-375. The induction air filter was cleaned and oiled, replacement is due at 500 hours total time. The engine mount to firewall bolt torque was checked. The emergency battery pack, P/N D41-2560-93-00, was replaced and is next due for replacement 09/2014. The ACK ELT E-01, S/N 051737 was inspected and tested in accordance with FAR 91.207 (d) (1-4). The ELT batteries were replaced, 8ea P/N MN1300R, the next replacement is due 09/2014. The ELT remote switch battery is due for replacement 09/2013. The aircraft battery was replaced with a new Concorde battery.

AD2011-21-10, effective 11/16/2011, on VCS compressor mount, does not apply by equipment not installed.

AD2009-10-04, effective 06/17/2009, on inspection of nose landing gear leg, was previously complied with; the next compliance is due at 245.9 hours.

AD93-05-06, effective 4/29/2005, on ignition switch is due at a total time of 2000 hours.

CONTINUED

ENGINEERING RECORD

INSPECTION, REPAIRS & REPLACEMENT
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

A & M Maintenance Services, Inc. - IC5
Clow International Airport, Bolingbrook, IL

TYPE: DIAMOND DA40-180

"N" #: N333PU

DATE: 10/19/2011

TACH TIME: 84.8 Hrs.

AIRFRAME TT: 84.8 Hrs.

MSB40-064, on jumper wires, does not apply by aircraft serial number.

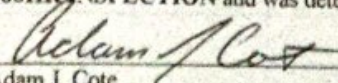
MSB40-060/1, on wing spar adhesive voids, does not apply by aircraft serial number.

MSB40-033, on exhaust system, was complied with by inspection, no defects noted at this time. The next inspection is due in 50 hours.

AD's were checked thru BI-weekly 2011-21.

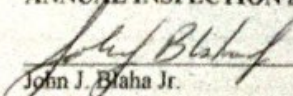
-----END-----

I certify this AIRCRAFT has been inspected in accordance with a
100HR INSPECTION and was determined to be in an airworthy condition.


Adam J. Cote

AP 3035886

I certify this AIRCRAFT has been inspected in accordance with an
ANNUAL INSPECTION and was determined to be in an airworthy condition.


John J. Blaha Jr.

AP 2238954 IA

A & M Maintenance Services, Inc. - IC5
Clow International Airport, Bolingbrook, IL

TYPE: DIAMOND DA40-180

"N" #: N333PU

DATE: 09/06/2012

TACH TIME: 93.4 Hrs.

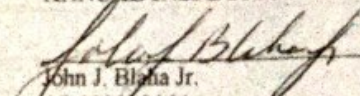
AIRFRAME TT: 93.4 Hrs.

MSB40-033, on exhaust system, was complied with by inspection, no defects noted at this time. The next inspection is due in 50 hours.

AD's were checked thru BI-weekly 2012-17.

-----END-----

I certify this AIRCRAFT has been inspected in accordance with an
ANNUAL INSPECTION and was determined to be in an airworthy condition.


John J. Blaha Jr.

AP 2238954 IA

AIR TIME AND

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD
	HRS.	MIN.	HRS.	MIN.	

NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETION

BRC
FDI

A & M Maintenance Services, Inc. - IC5
Clow International Airport, Bolingbrook, IL

TYPE: DIAMOND DA40-180
"N" #: N333PU
DATE: 09/06/2012

TACH TIME: 93.4 Hrs.
AIRFRAME TT: 93.4 Hrs.

The Garmin airdata computer, P/N GDC74A, S/N 47802139, was removed and reinstalled after calibration, by J.A. Center, Inc., W/O# 0901504M, dated 09/06/12.

-----END-----

John J. Blaha Jr.
John J. Blaha Jr.
AP 2038954

A/C # DA40 ROCHELLE AVIONICS, INC. DATE: 9/6/15
N# 333PU 1205 W GURLER RD W/O: AV Center
S/N# 90.527 ROCHELLE, IL 61068 Hobbs/Teach 0118.4

THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM(S) HAS BEEN TESTED AND INSPECTED AND FOUND TO C/W PARAGRAPH (D), APPENDIX E OF PART 43.

I CERTIFY THAT THE ALT & STATIC SYSTEM TESTS REQUIRED BY J.A.C. PART 91.411 HAVE BEEN PERFORMED. STATIC SYSTEM TEST DATE: 9/6/15

ALT P/N: 5934PD-3
ALT S/N: 4455 49
BY: Allen
ADC GDC74A
ENC P/N: 6DC74A
ENC S/N: 47802139

TESTED TO: 2012 FT.
DATE: 9/6/15
TESTED TO: 2012 FT.
DATE: 9/6/15

SIGNED: Allen

CRS# 3RCR424B

SCALE ERROR			FRICTION			
Alt.	Tol.	Ind.	Alt.	Tol.	Ind.	
1000'	20'	+5	1,000'	70'	40	
0	20'	+5	2,000'	70'	30	
500'	20'	+10	3,000'	70'	40	
1,000'	20'	+20	5,000'	70'	40	
1,500'	25'	+20	10,000'	80'	40	
2,000'	30'	+20	15,000'	90'	50	
3,000'	30'	+20	20,000'	100'	50	
4,000'	35'	+30	25,000'	120'	50	
6,000'	40'	+20	30,000'	140'	50	
8,000'	50'	+10	35,000'	150'	50	
10,000'	80'	+10	BAROMETRIC SCALE ERROR			
12,000'	90'	-20	Pres. Hg.	Air. Diff.	Tol.	Ind.
14,000'	100'	-40	28.10"	-1.727"	+/.25'	0
16,000'	110'	-30	28.90"	-1.340"	+/.25'	0
18,000'	120'	-30	29.00"	-.863"	+/.25'	3
20,000'	130'	-30	29.50"	-.392"	+/.25'	2
22,000'	140'	///	29.92"	0"	+/.25'	1
25,000'	155'	///	30.50"	531"	+/.25'	9
30,000'	180'	///	30.90"	893"	+/.25'	2
35,000'	205'	///	30.99"	974"	+/.25'	9
HYSTERESIS						
Case Leak	100'	0				
Hyst.						
1st Test 50%	75'	30				
2nd Test 40%	75'	15				
After Effect	30'	0				

A/C# DA40 ROCHELLE AVIONICS, INC. DATE: 9/6/15
 NR# 333PU 1205 W GURLER RD W/O: AV601
 S/N# 40.507 ROCHELLE, IL 61068 Hobbs/Tech: 0118.4

THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM(S) HAS BEEN TESTED AND INSPECTED AND FOUND TO C/W PARAGRAPH E, APPENDIX E OF PART 43

I CERTIFY THAT THE ALT & STATIC SYSTEM TESTS REQUIRED BY F.A.R. PART 91.413 HAVE BEEN PERFORMED, STATIC SYSTEM TEST DATE: 9/6/15

ADC
 ALT P/N: 6D74A
 ALT S/N: 47802139
 BY: [Signature]

TESTED TO: 20K FT.
 DATE: 9/6/15

ENC P/N: N/A
 ENC S/N: N/A

TESTED TO: 20K FT.
 DATE: 9/6/15

SIGNED: [Signature]

CRS# 3RCR424B

SCALE ERROR			FRICTION			
Alt	Tol	Ind	Alt	Tol	Ind	
1,000'	20'	0	1,000'	70'	N/A	
0'	20'	-5'	2,000'	70'		
500'	20'	0	3,000'	70'		
1,000'	20'	0	5,000'	70'		
1,500'	25'	0	10,000'	80'		
2,000'	30'	0	15,000'	90'		
3,000'	30'	0	20,000'	100'		
4,000'	35'	0	25,000'	120'		
6,000'	40'	0	30,000'	140'		
8,000'	60'	0	35,000'	160'		
10,000'	80'	0	BAROMETRIC SCALE ERROR			
12,000'	90'	-5'	Pres. Hg	Alt. Diff	Tol.	Ind.
14,000'	100'	0	28.10"	-1727'	+/-25'	3
16,000'	110'	-35'	28.50"	-1340'	+/-25'	2
18,000'	120'	20'	29.00"	-863'	+/-25'	2
20,000'	130'	20'	29.50"	-387'	+/-25'	2
22,000'	140'	///	29.92"	0'	+/-25'	1
25,000'	155'	///	30.50"	531'	+/-25'	1
30,000'	180'	///	30.90"	803'	+/-25'	3
35,000'	205'	///	30.99"	974'	+/-25'	4
HYSTERESIS						
Case Leak	100'	0				
Phys.						
1st Tst 50%	75'	20'				
2nd Tst 40%	75'	10'				
After Effect	30'	0				

A/C: DA40
 NR: 333PU
 S/N: 40.507

Rochelle Avionics, Inc.
 1205 W. Gurler Rd.
 Rochelle, IL 61068

DATE: 9/6/12
 W.O.# AV601
 HRS: 0118.4

THE AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM(S) HAS BEEN TESTED AND INSPECTED AND FOUND TO C/W PARAGRAPH (C), APPENDIX E OF PART 43.

IN ACCORDANCE WITH F.A.R. 91.413, THE ATC TRANSPONDER INSTALLED IN THIS AIRCRAFT HAS BEEN TESTED AND INSPECTED AND FOUND TO COMPLY WITH APPENDIX F OF PART 43.

- A MODEL
- B SERIAL NUMBER
- C REPLY FREQUENCY
- D SUPPRESSION
- D1 SUPPRESSION F2 DOWN MOD
- E RECEIVER SENSITIVITY "A"
- F RECEIVER SENSITIVITY "C"
- G MODE S ADDRESS
- H ENCODER

ATC-1

<u>67X23</u>
<u>89701301</u>
<u>OK</u>
<u>OK</u>
<u>OK</u>
<u>OK</u>
<u>OK</u>
<u>OK</u>

ATC-2

<u>N/A</u>

P/N: 6DC74A
 S/N: 47802139

TESTED TO: 20K

SIGNED: [Signature]

CRS# 3RCR424B

ACTT- 99.6 Hrs.

March 18, 2014 61000 Hrs - 99.6 Hr. Performed Annual/100hr inspection IAW Diamond DA40 Maintenance Manual and FAR 43 App D. Serviced Aircraft - tires, brake fluid, lubed as required. Replaced ELT batteries with new MN1300. Due again 3/2016. Serviced remote elt switch with new Duracell PK28L. Due again 3/2022. Tested ELT per FAR 91.207(d). Removed fuel gascolator and cleaned screen. Re-installed and safetied. Emergency battery due 9/2014. Serviced engine air filter w/ oil. AD 2009-10-04 due @ 245.9 ACTT. AD 2013-24-14 due @ next main structural inspection or 114 mos. From 1-7-2014 or (7/7/2023). AD 93-05-06 due @ 2000 Hr. ACTT. See complete AD list in "Aircraft Permanent Records". I certify that this Aircraft has been inspected IAW an Annual/100 Hr inspection and was determined to be in airworthy condition. *[Signature]* ATP3509009JA
Noble Aviation LLC Eagle River, WI

May 1, 2015 Tach + ACTT-104.1 Hrs. Performed Annual/100 Hr. insp. IAW FAR 43 App D and Diamond DA40 Maintenance Manual. Serviced aircraft, tires and brake fluid. Tested ELT per FAR 91.207(d). Batteries due 3/2016, remote battery due 3/2022. Corrected vent hose connection on LH outbd fuel tank outlet. Re-attached static hose holders in aft fuselage. Replaced emergency battery pack part no. - D41-2560-93-00 and s/N-15-90-16. Due again - 5/2017. AD 2009-10-04 nose gear inspection is due @ 245.9 ACTT. AD 2014-13-08 is due before 2000 Hr. ACTT or 114 mos. after 8-27-2014. AD 93-05-06 is due @ 2000 Hrs. ACTT. See complete AD list in "Aircraft Permanent Records". I certify that this aircraft has been inspected IAW an Annual/100 Hr. inspection and was determined to be in airworthy condition. *[Signature]* ATP 3508009JA
Noble Aviation LLC

June 1, 2016 Tach + ACTT - 118.2 Hrs. Performed annual / 100 Hr. inspection JAW Diamond DA40 Maintenance Manual and FAR 43 App D. Serviced tires to proper pressures. Serviced / bled brakes to co-pilot pedals. Inspected fuel gascolator. Installed new ACK - E-04R 406 ELT retrofit Kit. ELT Code - 2DC86 A7852 FFBFF. Owner must register ELT every 2 yrs. ELT S/N - 015401. Main ELT battery due 4-20-2021. Audio Alert battery installed new - CR-2. Replacement due 6-1-2026. ELT Remote battery installed new - PX28 L. Replacement due 6-1-2026. Tested ELT per Mfg. instructions and FAR 91.207(d). See weight & balance change this date. Note: GPS input to ELT not performed at this time per owner request. AD 2009-10-04 nose gear inspection is due @ 245.9 ACTT. AD 2014-13-08 is due @ 2000 Hrs. ACTT or 114 mos. after 8-27-14 (2/2024). AD 93-05-06 is due @ 2000 Hrs. ACTT. See complete AD list in "Aircraft Permanent Records". I certify that this Aircraft has been inspected JAW an Annual / 100 Hr. inspection and was determined to be in Airworthy condition. *[Signature]* ATP 3509009 JA Noble Aviation LLC Eagle River, WI.

2DC86 A7852 FFBFF
ACK Technologies Inc
Model E-04 ELT

AVIONICS PLACE FQ5R866M ROCKFORD IL

PARA (A) STATIC SYSTEM

DATE 5-8-2015

N 33380

PARA (B) ALTIMETER

PILOTS 600-74

S/N 47802139

C.P.'s 5934PD-3

S/N 445549

TESTED TO 20K

FT. DATE 5-8-2015

PARA (C) INTEGRATED SYSTEM TEST

DATE 5-8-2015

W.O.# 16798

SIGNED BY Dand Wright

ATC TRANSPONDER TESTS AND INSPECTIONS AS REQUIRED BY FAR 91.413 iaw FAR 43 APPENDIX "F" HAVE BEEN PERFORMED:

DATE 5-8-2015

AVIONICS PLACE FQ5R866M ROCKFORD IL

MODEL GT8-33

S/N 84701301

SIGNED BY Dand Wright

NAME: **NOBLE**
 DATE: **5-8-2015**

INSP. BY: **[Signature]**

MODEL: **5934PD-3**

TABLE II

TEST	TOL	IND
CASE LEAK	100	40
HYSTERISIS	75	10
1ST TEST 50%	75	10
2ND TEST 40%	30	0
AFTER EFFECT	30	0

TABLE IV

TABLE III FRICTION	TABLE IV BARO SCALE	HG	ALT	DIF	TOL
ALT TOL	IND				
30	+5				
30	+10				
35	+20				
40	+10				
40	+15				
60	0				
80	-10				
90	-20				
100	-20				
110	-10				
120	-15				
130					
140					
155					
180					
205					

TABLE III FRICTION	TABLE IV BARO SCALE	HG	ALT	DIF	TOL
ALT TOL	IND				
30	+5				
30	+10				
35	+20				
40	+10				
40	+15				
60	0				
80	-10				
90	-20				
100	-20				
110	-10				
120	-15				
130					
140					
155					
180					
205					

NEXT IFR
 CERTIFICATION
 DUE BY: **5/31/2017**

ALT TEST DATA PER FAR 91.411 iaw FAR 43, APP E
AVIONICS PLACE-REPAIR STATION NO. FQ5R866M

CUSTOMER NAME: NOBLE

N NO.: N33390 DATE: 5-8-2015

W.O. NO.: 16798 INSP BY: EDW

ALT S/N: 47802139 MODEL: GDC-74

TABLE I		TABLE II	
ALT	TOL	TEST	TOL
-1000	20	CASE LEAK	100
0	20	HYSTERISIS	
500	20	1ST TEST 50%	75
1000	20	2ND TEST 40%	75
1500	25	AFTER EFFECT	30
2000	30		
3000	30		
4000	35		
6000	40		
8000	60		
10000	80		
12000	90		
14000	100		
16000	110		
18000	120		
20000	130		
22000	140		
25000	155		
30000	180		
35000	205		

TABLE III		TABLE IV	
ALT	TOL	HG	ALT
1000	70	28.10	-1727
2000	70	28.50	-1340
3000	70	29.00	-863
5000	70	29.50	-392
8000	80	29.92	0
10000	90	30.50	531
15000	100	30.90	893
20000	120	30.99	974
30000	140		
35000	160		
40000	180		
50000	250		

NEXT IFR
CERTIFICATION

DUE BY:

5/31/2017

ENGINEERING RECORD

NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE

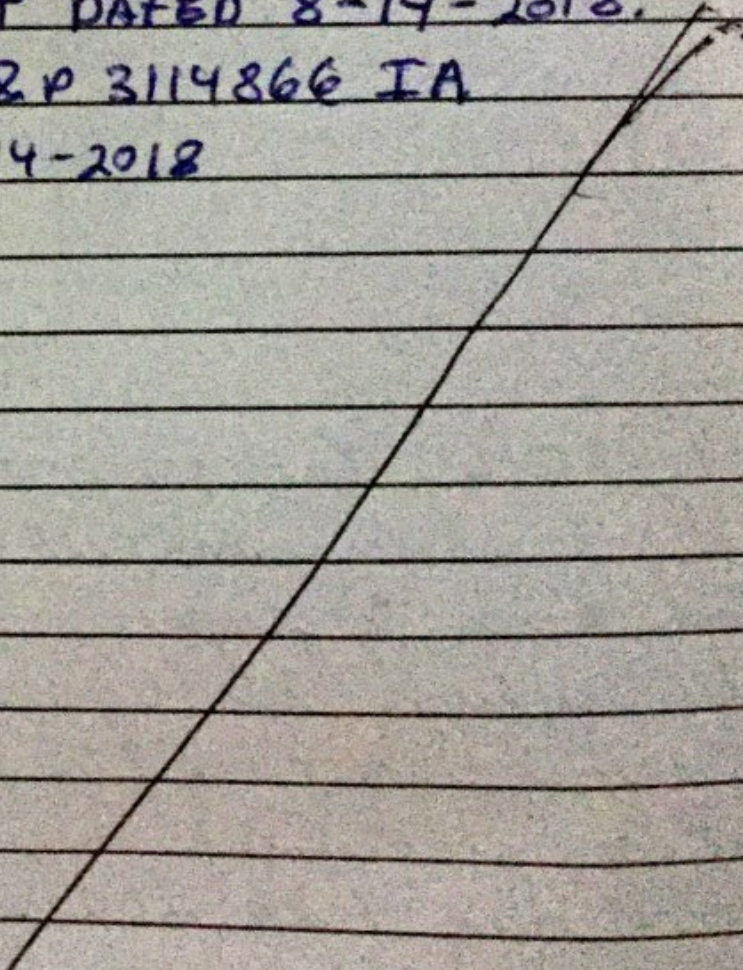
DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.	
	HRS.	MIN.	HRS.	MIN.
8-14-2018				

BROUGHT FORWARD

TACH + AC TT = 125.5

THIS AIRCRAFT HAS BEEN INSPECTED AND HAS BEEN FOUND SAFE FOR THE INTENDED FLIGHT IN ACCORDANCE WITH SPECIAL FLIGHT PERMIT DATED 8-14-2018.

MARK HENRY UNGERT A&P 3114866 IA
omni dent 8-14-2018



ENGINEERING RECORD

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL

TYPE: DIAMOND DA40-180
"N" #: N333PU
DATE: 10/23/2018

TACH TIME: 127.6 Hrs.
AIRFRAME TT: 127.6 Hrs.

At this time, the aircraft was opened and cleaned for inspection. All components were inspected and lubed in reference with a **1000-HOUR/ANNUAL INSPECTION** per Diamond Service Manuals. All wheel bearings were cleaned and greased. The nose wheel pivot was cleaned, greased, and the friction was set. The brake linings, four each P/N APS66-14100, were replaced and conditioned. The brake reservoir was checked, no service needed. The rudder cable tension was checked, no adjustment needed. The flap pre-load was checked. The rudder bearing, torque plate, s-slides, and pedal assemblies were cleaned and lubed. The elevator trim tab friction was checked. The fuel strainer was cleaned and installed with a new o-ring, P/N ORO-375. The induction air filter was cleaned and oiled; replacement is due at 500 hours total time. The exhaust system and heat exchanger were inspected-no defects noted. The engine mount to firewall bolt torque was checked. The LH and RH wing assemblies were removed, the fuel tanks were pulled, inspected, the inner-connects and vent hoses were replaced with new, 4ea P/N 153300-MOD and 5ft P/N 65151 hose, the wing structure was inspected, the tanks were reinstalled, and the wing assemblies were reinstalled. A functional test of the fuel low-level indicator was performed, and a fuel quantity test was performed, ops check normal. The tanks were checked for leaks, none noted. The emergency battery pack, P/N D41-2560-93-00, was replaced and is next due for replacement 10/2020. The ACK ELT, E-04R406, S/N 015401, was inspected and tested per FAR 91.207(d)(1-4). The main ELT battery is due for replacement 04/2021 and the remote switch battery is due 06/2026. The aircraft battery was charged.

-----CONTINUED-----

A & M Maintenance Services, Inc. - 1C5
Clow International Airport, Bolingbrook, IL

TYPE: DIAMOND DA40-180

"N" #: N333PU

DATE: 10/23/2018

TACH TIME: 127.6 Hrs.

AIRFRAME TT: 127.6 Hrs.

AD 2017-04-06, effective 04/07/2017, on erroneous display, does not apply by date of manufacture.

AD 93-05-06, effective 4/29/2005, on ignition switch is due at a total time of 2000 hours.

AD 2009-10-04, effective 06/17/2009, on inspection of nose landing gear leg, was complied with by dye penetrant inspection; the next compliance is due at 327.6 hours.

MSB40-033, on exhaust system, was complied with by inspection, no defects noted at this time. The next inspection is due in 50 hours.

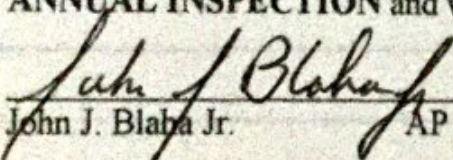
AD 2014-13-08, effective 08/27/2014, on center wing aft main spar structural integrity, is required at or before 2000 hours after the effective date of this AD or within the next 114 months after 08/27/2014 (02/2024), whichever occurs first.

OSB-40-057/1, on mass weight increase to 1200kg (2646 lbs), was complied with in accordance with Diamond Aircraft, Inc. work instruction, WI-OSB-40-057. See new Weight and Balance dated 10/16/2018 and Temporary Revisions inserted into the Pilot Operating Handbook. Instrument panel placard revised. No further action required.

AD's were checked thru BI-weekly 2018-21.

-----END-----

I certify this AIRCRAFT has been inspected in accordance with an ANNUAL INSPECTION and was determined to be in an airworthy condition.


John J. Blaha Jr.

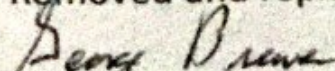
AP 2238954 IA

11/1/2018

N333PU

Tach 131.5

Removed and replaced aircraft battery with new Concord RG24-15M.


George Brewer

AP3253294IA

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD
	HRS.	MIN.	HRS.	MIN.	

BROUGHT FORWARD



EXECUTIVE AIR TRANSPORT AVIONICS
109 Sinclair Drive • Muskegon, MI 49441

DATE	12/6/18	S.O.	AV-18-00018
MAKE	Diamond	N#	333PU
MODEL	DA-40	S/N	40.527
HOURS	UNK		

The following altimeter and altitude reporting equipment test and inspections required by 14 FAR 91.411 IAW FAR part 43, Appendix "E" have been performed:		The ATC Transponder tests and inspections required by 14 FAR 91.413 IAW FAR Part 43, Appendix "F" have been performed:	
Paragraph (a) Static Pressure System: Certification Date: 12/6/18		Transponder Certification Date: 12/6/18	
Pilot (#1) <input type="checkbox"/>	Copilot <input checked="" type="checkbox"/>	Standby <input type="checkbox"/>	
		#1 Model: GTX33	P/N: 011-00776-D S/N: 89106258
		#2 Model:	P/N: S/N:
Paragraph (b) Altimeter			
SYSTEM	PART NUMBER	SERIAL NUMBER	TESTED TO:
#1 Altimeter	GDC-74	47802139	20,000
#1 Encoder	GDC-74	47802139	20,000
#2 Altimeter	5934PD-3	445549	20,000
#2 Encoder			
Standby Altimeter			
CFR 91.217 Automatic Pressure Reporting Equipment and ATC Transponder System Integration Test: 11/19/18			
#1 System <input checked="" type="checkbox"/>		#2 System <input checked="" type="checkbox"/>	Certification Date: 12/6/2018

M. J. Deas
FOR FAA CRS# YHVR230L



3301 140th St, Grand Haven, MI 49424-1402, MI 49512 616-927-4100

www.maydayavionics.com

DATE	12-06-2018	S.O.	61461
MAKE	Diamond Aircraft	N#	333PU
MODEL	DA-40	S/N	
HOBBS	2949.5		

Installed Garmin GTX-33, mode S transponder, s/n 89106258. Removed s/n 841701301.

- Transponder was installed referencing Garmin System manual 190-00545-01.
- The ATC Transponder tests and inspections required by FAR 91.413 IAW FAR Part 43, Appendix "F" have been performed: This date.

All items were ground checked in accordance with their respective manuals for proper operation and to ensure no adverse reactions occurred to other onboard systems or equipment. The above work was performed in accordance with current FAA regulations and in respect to work performed on the aircraft identified above is approved for return to service.

Terry Malenraaf
FOR FAA CRS# YXXR3871