

AIRCRAFT TECHNICAL RECORD

Section 1. AIRFRAME LOG

**CALIBRATION CARD
ALTIMETER**

P/N: 5934PD-3

C/N: A.130

S/N: 521315

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

Date: MAR/18/2022

Tested By:



Inspected By:



Diamond Aircraft Industries

Reference QP-05-08-113

AIRCRAFT

1. Nationality and Registration: N952DW
2. Manufacturer's designation: DA 40 NG
3. Manufacturer's Serial Number: 40.NC190
4. Type Approval or Specification Number: A47CE
5. Date of Manufacture: 2022
6. Aircraft Inspections cycle:



Section 1: Airframe Log



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

Registration: N952DW
 AC Serial Number: 40.NC190
 Engine Serial Number: E4-A-06278
 Prop Serial Number: 220123
 Airframe Total Time: 4.4 HRS

- Total Time Airframe Brought forward from Flight Test Journey Log (DAI - Form Q-157): 4.4 HRS

- Compass Swing Performed:

- Date: JUNE 14 2022
- Next Due: JUNE 2023

FOR	N	30	60	E	120	150
STEER	002	030	060	090	120	151
FOR	S	210	240	W	300	330
STEER	180	209	239	270	300	331

- Static Pressure system and Primary Altimeter (G1000) have been inspected and tested in accordance with CAR Standard 571, Appendix B and 14 CFR 91.411:
 - Test Date: MAY 31 2022
 - Next Due: MAY 2024

- Stand By Altimeter:
 - Factory Test Date: MARCH 18 2022
 - Next Due: MARCH 2024

- ATC Transponder & Altitude Reporting System(s) have been tested in Accordance with CAR Standard 571, Appendix F and 14 CFR 91.217: & 91.413:
 - Test Date: MAY 11 2022
 - Next Due: MAY 2024
 - Programmed Registration: N952DW
 - Hex Code: N/A (U.S. Registration)

- The ELT was tested and inspected in Accordance with CAR Standard 571, Appendix G and 14 CFR 91.207(d) :
 - Manufacturers Cert. date: 25/21
 - Installation Inspected: JUNE 20 2022
 - Battery due: NOVEMBER 2027
 - Next ELT inspection due: JUNE 2023
 - ELT Programmed:
 - REG: N952DW
 - HEX: N/A
 - Country: 366 (USA)
 - Beacon ID: ADC64983059CB91

- Emergency Battery Pack: Replacement Due Date: MARCH 2024

- Garmin G1000 NXi Installation:
 - Software System: 2948.11
 - Checklist File: N/A
 - Basemap Land 5.19
 - SafeTaxi Data: 14-JUL-2022
 - Terrain Data: 3.00
 - Obstacle Data: Expires 14-JUL-2022
 - Navigation Data: Expires 14-JUL-2022
 - Apt Directory: Expires 14-JUL-2022
 - ChartView Data: N/A
 - FliteCharts Data: Expires 14-JUL-2022
 - IFR/FR charts: Date: 16-JUN-2022


 Inspector

JUN 22 2022
 Date

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

Registration: N952DW
 AC Serial Number: 40.NC190
 Engine Serial Number: E4-A-06278
 Prop Serial Number: 220123
 Airframe Total Time: 4.4 HRS

- Following limitations as per DA 40 AMM Chapter 4 (subject to change with revision):

Component	Hours	Years	Next Due:
Essential Bus	1000	-N/A-	1000 hrs
Pitot-Static System	1000	2	1000 hrs or MAY 2024
Bonding System	1000	-N/A-	1000 hrs
Emergency Battery Pack	-N/A-	2	MARCH 2024
ECU Backup Battery	-N/A-	1	MAY 2023

- The following STC's are incorporated:
 - FAA STC No. SA03366NY (Beringer wheel and brake system)
- THIS AIRCRAFT WAS INSPECTED FOR CONFORMITY TO APPLICABLE COMPANY RELEASED DOCUMENTS (DRAWINGS, SPECIFICATIONS, CONCESSIONS).
- I HEREBY CERTIFY THAT THIS AIRCRAFT CONFORMS TO FAA TYPE CERTIFICATE A47CE Rev No. 17, AND IS IN A FIT AND SAFE STATE FOR FLIGHT.
- Bi-weekly AWD check carried out to current revision 2022-13 all applicable AD's complied with, see attached.
- The work described above was carried out IAW the applicable Standard of Airworthiness.


 Inspector

JUN 22 2022
 Date

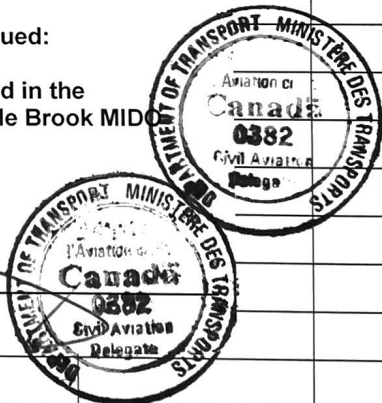
(Intentionally left blank below this point)

U.S. Standard Airworthiness Certificate, issued:

(Date) JUN 28 2022, has been installed in the Aircraft on behalf of FAA Farmingdale/Saddle Brook MID Section AIR-8A5 on:

(Date) JUN 28 2022

(Print) L. BUEHLER (Signature)



NAME/
SIGNATURELICENCE:
AME or
AMO/ACA

wo: WO_546

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Steel Aviation · 53 North Street Ext · Phillipsburg, Ohio 45354 · 937 332 7587

N952DW
HOBBS: 258.3DIAMOND AIRCRAFT IND INC, DA 40 NG, S/N: 40.NC190
TACH: 205.8

August 16, 2024

1. C/W Annual Inspection I/A/W DIAMOND AMM 05-20-00.
2. C/W ELT Inspection IAW FAR 91.207(D) NDN. ELT Battery due 11/2027.
3. Checked AD compliance through Bi-weekly: 2024-16.
4. Removed and installed ECU backup batteries with new. Installed (2) P/N NP7-12 DIAMOND - 12V BATTERY, Batt 2, Diamond.
5. C/W MSB40NG-002/18 MSB-E4-003 REV.30 SOFTWARE FOR E4-A.
6. MSB-E4-039 & AD 23-20-03 Complied with by taking oil sample and sending it in. Recurring oil sample due every 50 hours.
7. C/W AD 16-23-03 PER ANNUAL INSPECTION IAW CH. 5-28-00 PAGE 8 DUE EVERY 100 HOURS NEXT DUE 305.8.
8. Removed RACC system, inspected, leak checked, reinstalled. Post install check good Installed (3) P/N TORRO_10-16_9_W1 - HOSE CLAMP, DIAMOND.
9. Inspected compass card for legible readings NDN.
10. Bled Co-pilot LH& RH master cylinders per Beringer tech support. Ops tested brakes NDN at this time.
11. Removed and replaced emergency battery pack with new. MFG. Date 3/2024 Installed P/N DA4-2560-91-00 - EMERGENCY BATTERY.
12. C/W MSB40NG-080/2 Inspection of starter wiring connection IAW Work Instructions WI-MSB 40NG-080 Rev.2.

I certify that this AIRFRAME has been inspected in accordance with an (annual) inspection and was determined to be in airworthy condition. Details of work performed are on file with Steel Aviation under work order: WO_546.

Jeff Pleiman A/P I/A 3304319

wo: WO_872

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Steel Aviation · 53 North Street Ext · Phillipsburg, Ohio 45354 · 937 332 7587

N952DW
HOBBS: 283.0DIAMOND AIRCRAFT IND INC, DA 40 NG, S/N: 40.NC190
TACH: 222.4

October 09, 2025

1. C/W Annual Inspection I/A/W DIAMOND AMM 05-20-00.
2. C/W ELT Inspection IAW FAR 91.207(D) NDN. ELT Battery next due: 11/2027.
3. Checked AD compliance through Bi-weekly: 2025-20.
4. R&R ECU Backup batteries with new Installed (2) P/N NP7-12 DIAMOND - 12V BATTERY, Batt 2, Diamond.
5. C/W MSB40NG-003/16 Garmin G1000 software by verifying installed software.
6. C/W AD 16-023-03 inspection due every 100 hrs. Next due 322.4.
7. performed MSB40NG-084/2, placards install, WI / Appendix A form complete.
8. Preformed RACC system /leak check, NDN.
9. No defect noted on magnetic compass.
10. R/R RH main tire /W new. installed new O-ring, torqued wheel hub per AMM. Installed P/N 156E06-1 - 15.00x6.00-6 tubeless tire 10PLY, Beringer, Installed P/N J-JTR-007N - WHEEL HALF O-RING, MLG.

I certify that this AIRFRAME has been inspected in accordance with an (annual) inspection and was determined to be in airworthy condition. Details of work performed are on file with Steel Aviation under work order: WO_872.

Jeff Pleiman A/P I/A 3304319

AIRFRAME TECHNICAL RECORD

Section 1: Airframe Log

This airframe log is a part of the permanent technical record for the aircraft described at the front of this log. Only information that is directly applicable to the airframe should be entered into this log. Information relating to engines, propellers, or other components having their own permanent technical records, should be maintained in separate records. Entries may be made either by writing directly in the log pages, or by completion of separate printed reports, which are then pasted, stapled, or otherwise permanently attached to the applicable sections of the logbook.

Users may adopt different date formats to conform to local convention. Upon commencing a new page, enter an example of the date format to be used in the space provided at the top of each date column. For example:

dd-mm-yyyy	(European format)
mmm dd,yyyy	("Microsoft" format)
yyyy.mm.dd	(military format)

Every effort must be made to remove the inherent ambiguity in dates such as "04/03/06" where the year or month is not immediately apparent. All date entries on that page must then conform to the format indicated. When an entry takes up more than one row, draw a line through the unused cells of the affected rows to prevent the entry of unrelated information.

Maintenance may be recorded directly in this log, together with the applicable maintenance release, or it may be first recorded and certified in the aircraft journey log, and then transcribed into this log no later than thirty days following the events concerned. Where maintenance is originally certified in the journey log, there is no need for a second maintenance release when the details are transcribed into this log, but the name of the person making the transcription must be entered. Persons who transcribe entries are not responsible for the work described, but only for the accuracy of the transcription.

If an entry made in this technical record is *signed* and an **A&P** or **AME** licence number or an Aircraft Certifying Authority (ACA) reference and AMO number are added adjacent to the signature, the entry constitutes a maintenance release indicating that the maintenance task described has been performed in accordance with the applicable airworthiness requirements.

On bringing this log into use, enter the appropriate volume number, the date, and other applicable information relating to the aircraft in the spaces provided.

Maintenance Task Entry:

For each maintenance task performed on the airframe (including the accomplishment of **Airworthiness Directives** and the removal and installation of items such as engines and propellers, that have their own permanent technical records) enter the date, total air time, total landings or cycles, and a brief description of the task, in the appropriate cells. Where information is transcribed from the aircraft journey log, the name of the person transcribing the information should be printed (not signed) in the signature cell, and a line struck through the "AME or AMO/ACA" cell.

Where the information is being recorded for the first time in this log, and relates to a task that requires a maintenance release, the person issuing the release must sign in the signature cell, and add his A&P or AME licence number, or where applicable, the ACA licence and AMO number, in the "AME or AMO/ACA" cell.

Applicable **Airworthiness Directives**, airworthiness limitations, and equivalent mandatory requirements are usually recorded in a separate volume (**Aircraft Technical Record Section 2**) in order to reduce the need to re-record this information each time a **Section 1** volume is completed and filed.

