

THE **adlog**TM AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

**AVIONICS
MAINTENANCE
RECORDS**

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK																																																																																																																																																												
ALTIMETER			IFR																																																																																																																																																												
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Altitude</th> <th>Scale Error</th> <th>Tol ±</th> <th>Friction ±</th> <th>Case Leak 18,000' ± 100'</th> <th>Hysteresis ± 75'</th> </tr> </thead> <tbody> <tr> <td>-1000</td> <td>+10</td> <td>20</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>0</td> <td>+5</td> <td>20</td> <td>-</td> <td>-</td> <td>Altitude</td> </tr> <tr> <td>500</td> <td>0</td> <td>20</td> <td>-</td> <td>40%</td> <td>8000</td> </tr> <tr> <td>1000</td> <td>0</td> <td>20</td> <td>10 70</td> <td>50%</td> <td>10000</td> </tr> <tr> <td>1500</td> <td>+10</td> <td>25</td> <td>-</td> <td>After Effect</td> <td>5 ± 30'</td> </tr> <tr> <td>2000</td> <td>-5</td> <td>30</td> <td>10 70</td> <td>Barometric Scale Difference</td> <td>-</td> </tr> <tr> <td>3000</td> <td>0</td> <td>30</td> <td>20 70</td> <td>28.10</td> <td>-1720 -1727</td> </tr> <tr> <td>4000</td> <td>0</td> <td>35</td> <td>-</td> <td>28.50</td> <td>-1340 -1340</td> </tr> <tr> <td>5000</td> <td>-</td> <td>-</td> <td>20 70</td> <td>29.00</td> <td>-860 -863</td> </tr> <tr> <td>6000</td> <td>+20</td> <td>40</td> <td>-</td> <td>29.50</td> <td>-380 -382</td> </tr> <tr> <td>8000</td> <td>+25</td> <td>60</td> <td>-</td> <td>29.92</td> <td>0 0</td> </tr> <tr> <td>10000</td> <td>+45</td> <td>80</td> <td>40 80</td> <td>30.50</td> <td>540 531</td> </tr> <tr> <td>12000</td> <td>+65</td> <td>90</td> <td>-</td> <td>30.80</td> <td>895 893</td> </tr> <tr> <td>14000</td> <td>+70</td> <td>100</td> <td>-</td> <td>30.99</td> <td>975 974</td> </tr> <tr> <td>15000</td> <td>-</td> <td>-</td> <td>50 90</td> <td>Altitude S/N</td> <td>M5232</td> </tr> <tr> <td>16000</td> <td>+80</td> <td>110</td> <td>-</td> <td>Mako</td> <td>Model Part #</td> </tr> <tr> <td>18000</td> <td>+100</td> <td>120</td> <td>-</td> <td>United 5934PA-1A</td> <td></td> </tr> <tr> <td>20000</td> <td>+120</td> <td>130</td> <td>60 100</td> <td>Master Altitude P/N & S/N</td> <td></td> </tr> <tr> <td>22000</td> <td>+130</td> <td>140</td> <td>-</td> <td>12400006/418254</td> <td></td> </tr> <tr> <td>25000</td> <td>+140</td> <td>155</td> <td>40 120</td> <td>Date Tested</td> <td>7-30-13</td> </tr> <tr> <td>30000</td> <td>-</td> <td>160</td> <td>140</td> <td>Technician</td> <td></td> </tr> <tr> <td>35000</td> <td>-</td> <td>205</td> <td>-</td> <td>Certificate #</td> <td>2572763</td> </tr> <tr> <td>40000</td> <td>-</td> <td>230</td> <td>-</td> <td></td> <td></td> </tr> <tr> <td>45000</td> <td>-</td> <td>255</td> <td>-</td> <td></td> <td></td> </tr> <tr> <td>50000</td> <td>-</td> <td>280</td> <td>250</td> <td></td> <td></td> </tr> </tbody> </table>			Altitude	Scale Error	Tol ±	Friction ±	Case Leak 18,000' ± 100'	Hysteresis ± 75'	-1000	+10	20	-	-	-	0	+5	20	-	-	Altitude	500	0	20	-	40%	8000	1000	0	20	10 70	50%	10000	1500	+10	25	-	After Effect	5 ± 30'	2000	-5	30	10 70	Barometric Scale Difference	-	3000	0	30	20 70	28.10	-1720 -1727	4000	0	35	-	28.50	-1340 -1340	5000	-	-	20 70	29.00	-860 -863	6000	+20	40	-	29.50	-380 -382	8000	+25	60	-	29.92	0 0	10000	+45	80	40 80	30.50	540 531	12000	+65	90	-	30.80	895 893	14000	+70	100	-	30.99	975 974	15000	-	-	50 90	Altitude S/N	M5232	16000	+80	110	-	Mako	Model Part #	18000	+100	120	-	United 5934PA-1A		20000	+120	130	60 100	Master Altitude P/N & S/N		22000	+130	140	-	12400006/418254		25000	+140	155	40 120	Date Tested	7-30-13	30000	-	160	140	Technician		35000	-	205	-	Certificate #	2572763	40000	-	230	-			45000	-	255	-			50000	-	280	250			The tests required by FAR 91.411, 91.413, & 91.217 have been performed in accordance with FAR 43 appendix E paragraphs (a), (b), & (c) and appendix F. W.O. # <u>2638R</u> Tested to <u>25K</u> feet Altitude Model <u>5934PA-1A</u> s/n <u>M5232</u> (pilot) Altitude Model <u>NA</u> s/n <u>NA</u> (co-pilot) Air Data Computer <u>NA</u> s/n <u>NA</u> #1 Transponder <u>KT76A</u> s/n <u>101721</u> #2 Transponder <u>NA</u> s/n <u>NA</u> #1 Altitude Reporter <u>SSD120</u> s/n <u>A47475</u> #2 Altitude Reporter <u>NA</u> s/n <u>NA</u> Static System (pilot) <u>OK</u> (co-pilot) <u>NA</u> Signed <u>[Signature]</u> Date <u>7-30-13</u> Volusia Aviation, Inc. 386-290-1663 FAA CRS # JL5R476X
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