



AIRFRAME MAINTENANCE RECORDS

Log No. 5

Aircraft Registration No. N444BZ

Model Cessna 414

Serial No. 414-0490

Waco Regional Airport • P.O. Box 5219 • Waco, Texas 76708
Phone: (254) 752-8381 Fax: 254-752-3307
www.ramaircraft.com

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATION NO. OF PERSON PERFORMING WORK
TOTALS brought forward from previous page				



Reg#: N444BZ Date: 6-20-17 W/O: 17-10674
 Make: Cessna Model: 414 S/N: 0490
 TTSN: 7509.5
 Hobbs: 2228.4

Performed annual inspection of this aircraft in accordance with Cessna 414 maintenance manual. Inspected the airframe, pulleys, bell-cranks, cables, control surfaces for condition and proper operation. Complied with MEB-27-02 elevator trim hardware replacement. Removed and replaced ELT battery with new battery P/N BP-1020. Inspected in accordance with FAR 91.207. Removed Oxygen bottle and right engine fire bottle. Oxygen and fire bottle hydrostat tested good. Reinstalled oxygen and right engine fire bottle. Drained aircraft fuel. Replaced left fuel shut off valve with new P/N 9910060-13 and sump valve P/N 50C4L. Refueled aircraft. Removed left wingtip strobe light power supply. Ellison avionics repaired power supply. Reinstalled power supply on left wingtip. Installed new flash tube P/N 36-0170384-01 in left wingtip. Removed and replaced right engine front main seal with new P/N 641250. Removed and replaced nose gear bucket, tube axle, bolt, and nut with new Bucket P/N 0842000-37, tube axle P/N 0842000-36, bolt P/N AN5-55, and nut P/N MS 17825-5. Cleaned corrosion and dressed left and right Propellers. Adjusted right passenger table mounting points to clear emergency exit door. Removed and replaced stall vent heat switch with new P/N CM3589A5. Cleaned exterior corrosion and restored finish. Removed and Replaced left and right engine induction air filters with new P/N P12-8156. Removed and replaced emergency exit door seal with new P/N R581559. Removed and replaced four dome nut plates 4 each P/N NAS1474A08 and sealed. Removed and replaced AC compressor and receiver dryer with new P/N JBS201-1, ES43029-3. Serviced AC with R12. Serviced left main strut with nitrogen. All work done in accordance with Cessna 414 maintenance manual.

I certify that this aircraft has been inspected IAW FAR Part 43 appendix D for a 100 hr/Annual inspection and found to be airworthy at this time and approved for return to service. Additional details are on file at Texas Aero under Work Order # 17-10674

Louis Dean Louis Dean A&P 3804378
 Richard Hewgley R. Hewgley A&P IA 2695103



I CERTIFY THAT TRANSPONDER #1 MAKE Trig MODEL TT31 S/N 8529 AND TRANSPONDER # 2 MAKE King MODEL KT761 S/N 44202 AS INSTALLED IN THIS AIRCRAFT HAVE BEEN TESTED AS REQUIRED BY FAR 91.413 IN ACCORDANCE WITH FAR 43 APPENDIX F ON THIS DATE 7/20/17.

PERTINENT DETAILS OF THESE TESTS ARE ON FILE AT THIS AGENCY UNDER WORK ORDER NO. A2017183 DATE 7/20/17 TACH/HOBBS 2232.6.

SIGNED J. K. Ellen

Ellison Avionics Services, LLC • 7732 Central Park Drive • Waco, TX 76712 • (254)640-9024 • CRS# 91AR302C

TOTALS—Carry forward to next page



US Department of Transportation
Federal Aviation Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

OMB No. 2120-0020
Exp 5/31/2018

Electronic

For FAA Use Only

INSTRUCTIONS: Print or type all entries. See Title 14 CFR §43.9, Part 43 Appendix B, and AC 43.9-1 (or subsequent revision) for instructions and disposition of this form. This report is required by law (49 U.S.C. §44701). Failure to report can result in a civil penalty for such violation. (49 U.S.C. §46301(a))

1. Aircraft	Nationality and Registration Mark N444BZ	Serial No. 414-0490
	Make Cessna	Model 414 Series
2. Owner	Name (As shown on registration certificate) Phantom Aviation, LLC	Address (As shown on registration certificate) Address 111 Laurel Oaks Lane
		City Crawford State TX Zip 76638 Country US

3. For FAA Use Only

4. Type		5. Unit Identification			
Repair	Alteration	Unit	Make	Model	Serial No.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIRFRAME	<u>Cessna</u>	(As described in Item 1 above)	<u>414-0490</u>
<input type="checkbox"/>	<input type="checkbox"/>	POWERPLANT			
<input type="checkbox"/>	<input type="checkbox"/>	PROPELLER			
<input type="checkbox"/>	<input type="checkbox"/>	APPLIANCE	Type		
			Manufacturer		

6. Conformity Statement

A. Agency's Name and Address		B. Kind of Agency	
Name Edison Avionics Services, LLC		<input type="checkbox"/> U. S. Certificated Mechanic	<input type="checkbox"/> Manufacturer
Address 7732 Central Park Drive		<input type="checkbox"/> Foreign Certificated Mechanic	C. Certificate No.
City Waco State TX		<input checked="" type="checkbox"/> Certificated Repair Station	91AR302C
Zip 76712 Country US		<input type="checkbox"/> Certificated Maintenance Organization	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 5 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Extended range fuel per 14 CFR Part 43 App. B <input type="checkbox"/>	Signature/Date of Authorized Individual 7/20/17
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7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 5 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is Approved Rejected

BY	FAA Fit. Standards Inspector	Manufacturer	Maintenance Organization	Persons Approved by Canadian Department of Transport
	FAA Designee	Repair Station	<input checked="" type="checkbox"/> Inspection Authorization	Other (Specify)
Certificate or Designation No. 26692381A		Signature/Date of Authorized Individual 7/20/17		

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATION NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
<p>Cessna 414 1974 S/N: 414-0490 N444BZ Hobbs: 2232.6</p> <p>Removed existing KT76, S/N: 13770 transponder and installed Trig TT31, S/N: 8529 ADS-B Out compliance transponder, which is approved under STC SA00744DE for installation on board this airframe under AML Document SA00744DE, Rev H. Connected to approved WAAS GPS Position source from Garmin GNS430W already installed in aircraft in accordance to TT31 Transponder ADS-B Out System General Installation Instructions, E-TA-12-0014, Rev U. Performed ADS-B Out configuration and ground checks as per TTT31 Transponder ADS-B Out System General Installation Instructions, E-TA-12-0014, Rev U. Provided customer with AFMS, E-TA-11-0009, Rev E, and ADS-B Out System ICA, E-TA-11-0008, Rev H. Weight and balance data change was negligible. FAA Form 337 has been completed to reflect these alterations. Pertinent details of this work are on file at this agency under Work Order Number: <u>A2017183</u> and are dated: <u>07/20/17</u>.</p>				
				<p>Signed <u>J. K. Eller</u> Ellison Avionics Services, LLC 7732 Central Park Dr Waco, TX 76712 (254)640-9024 CRS# 91AR302C</p>



Reg#: N444BZ Date: 9/20/2017 W/O: 17-10711
 Make: Cessna Model: 414 S/N: 414-0490
 Hobbs: 2235.2

Installed new G15/6.00-6 TR20 tul

Andrew Nystrom [Signature]



CERTIFICATE OF CONFORMANCE

Code material: 186518	Tube size: G15/6.00-6 TR20	Product Identification: 302-246-401
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We hereby certify that the parts supplied and produced on this date are manufactured according to the physical properties and balancing specifications outlined in the Aerospace Standard Specification-SAE AS50141B. Substantiating documents regarding the subjects parts are on file for inspection upon request.

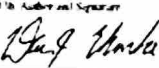
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02/23/17
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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATION NO. OF PERSON PERFORMING WORK
				 <p>Reg#: N444BZ Date: 03/014/2018 W/O: 18-10765 Make: Cessna Model: 414 SN: 414-0490 Hobbs: 2243.2</p> <p>Adjusted LH and RH MLG wheel alignment IAW the Cessna 414 MM, rotated tires on each wheel, and installed new brake caliper shim on LH and RH brake assemblies.</p> <p>Andrew Nystrom  A+P 3345919</p>


1. Approving CMO/Aviation Authority Name FAA/United States		AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			1. Form Tracking Number 6004960
4. Issuing Office Name and Address Textron Aviation Inc. (PC4) Textron Aviation Inc. 1 Cessna Blvd, Wichita, KS 67215				4. Work Order Contract Invoice Number 2988712	
6. Item 40	7. Description SHIM	8. Part Number 068-03100	9. Quantity 1	10. Serial Number N/A	11. Status Work New
12. Remarks AUTHORIZED RELEASE DOCUMENT PO#: 12997					
13a. Certifies the items listed for release were manufactured in accordance with: <input checked="" type="checkbox"/> Approved design data and are in accordance for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			13b. <input type="checkbox"/> IN OPERATIONAL SERVICE <input type="checkbox"/> Other repair device specified in Block 12 Certifies that unless otherwise specified in Block 12, the work is certified 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 marks are approved for return to service.		
14a. Approver and Signature 		14b. Approval Authority No. PC4		14c. Authorizing Signature	
14d. Name (Typed or Printed) DAN J. EHMKE		14e. Date (dd/mm/yyyy) 01/Feb/2018		14f. Date (dd/mm/yyyy)	
15. User/Tester/Dr. Responsibilities					
16. It is important to understand that the contractor of this document does not assume any responsibility to install the aircraft engine propeller or other items. The user/tester performs work as an owner with the authority of a non-certificated authority. It is the responsibility of the user/tester to ensure that the work is performed in accordance with the applicable regulations of the country specified in Block 1.					

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0-012 9025



Reg#: N444BZ Date: 04/05/2018 W/O: 18-10772
 Make: Cessna Model: 414 SN: 414-0490
 Hobbs: 2243.2

Resealed LH and RH brake master cylinders IAW the Cessna 414 maintenance manual.

Andrew Nystrom  A+P 3345919

Page No.

DAT	Scale Error Test				Friction Test			
	Actual Feet	Tolerance Feet	Altitude Reads	Status	Friction	Tolerance	Movement	Status
	0	20	20	Pass	10.0	70	20	Pass
	100	20	120	Pass	20.0	70	20	Pass
	200	20	220	Pass	30.0	70	20	Pass
	300	20	320	Pass	40.0	70	20	Pass
	400	20	420	Pass	50.0	70	20	Pass
	500	20	520	Pass	60.0	70	20	Pass
	600	20	620	Pass	70.0	70	20	Pass
	700	20	720	Pass	80.0	70	20	Pass
	800	20	820	Pass	90.0	70	20	Pass
	900	20	920	Pass	100.0	70	20	Pass
	1000	20	1020	Pass	110.0	70	20	Pass
	1100	20	1120	Pass	120.0	70	20	Pass
	1200	20	1220	Pass	130.0	70	20	Pass
	1300	20	1320	Pass	140.0	70	20	Pass
	1400	20	1420	Pass	150.0	70	20	Pass
	1500	20	1520	Pass	160.0	70	20	Pass
	1600	20	1620	Pass	170.0	70	20	Pass
	1700	20	1720	Pass	180.0	70	20	Pass
	1800	20	1820	Pass	190.0	70	20	Pass
	1900	20	1920	Pass	200.0	70	20	Pass
	2000	20	2020	Pass	210.0	70	20	Pass
	2100	20	2120	Pass	220.0	70	20	Pass
	2200	20	2220	Pass	230.0	70	20	Pass
	2300	20	2320	Pass	240.0	70	20	Pass
	2400	20	2420	Pass	250.0	70	20	Pass

Pressure-Altitude Difference				
Baro Scale	Altitude Indication	Deviation from Ref	Altitude Deviation (+/- 25)	Status
28.10	1240	-1700	-1777	Pass
28.10	1400	-1540	-1540	Pass
28.10	1560	-1380	-1380	Pass
28.10	1720	-1220	-1220	Pass
28.10	1880	-1060	-1060	Pass
28.10	2040	-900	-900	Pass
28.10	2200	-740	-740	Pass
28.10	2360	-580	-580	Pass
28.10	2520	-420	-420	Pass
28.10	2680	-260	-260	Pass
28.10	2840	-100	-100	Pass
28.10	3000	60	60	Pass
28.10	3160	220	220	Pass
28.10	3320	380	380	Pass
28.10	3480	540	540	Pass
28.10	3640	700	700	Pass
28.10	3800	860	860	Pass
28.10	3960	1020	1020	Pass
28.10	4120	1180	1180	Pass
28.10	4280	1340	1340	Pass

Case Leak, Hysteresis and After Effect Checks			
Test	Tolerance (Feet)	Indicated Change	Status
Case Leak	100	6"	Pass
Hysteresis			
1st - 50% of max Alt	75	5	Pass
1st - 40% of max Alt	75	20	Pass
After Effects	30	5	Pass

Date:	7-4-2018
WO #:	A2018008
Altimeter Model #:	9034PA-1
Altimeter Serial #:	470022
Performed By:	Tray Elson
Encoder P/N:	530120-30A
Encoder S/N:	A40030
The Encoder listed above was matched to this Altimeter to 35,000 feet on 7/4/2018	

Scale Error Test				Friction Test			
Actual Feet	Tolerance Feet	Altitude Reads	Status	Friction	Tolerance	Movement	Status
-1000	20	-1020	Pass	10.0	70	20	Pass
0	20	15	Pass	20.0	70	20	Pass
500	20	510	Pass	30.0	70	20	Pass
1000	20	1020	Pass	40.0	70	20	Pass
1500	20	1520	Pass	50.0	70	20	Pass
2000	20	2020	Pass	60.0	70	20	Pass
2500	20	2520	Pass	70.0	70	20	Pass
3000	20	3020	Pass	80.0	70	20	Pass
3500	20	3520	Pass	90.0	70	20	Pass
4000	20	4020	Pass	100.0	70	20	Pass
4500	20	4520	Pass	110.0	70	20	Pass
5000	20	5020	Pass	120.0	70	20	Pass
5500	20	5520	Pass	130.0	70	20	Pass
6000	20	6020	Pass	140.0	70	20	Pass
6500	20	6520	Pass	150.0	70	20	Pass
7000	20	7020	Pass	160.0	70	20	Pass
7500	20	7520	Pass	170.0	70	20	Pass
8000	20	8020	Pass	180.0	70	20	Pass
8500	20	8520	Pass	190.0	70	20	Pass
9000	20	9020	Pass	200.0	70	20	Pass
9500	20	9520	Pass	210.0	70	20	Pass
10000	20	10020	Pass	220.0	70	20	Pass

Pressure-Altitude Difference				
Baro Scale	Altitude Indication	Deviation from Ref	Altitude Deviation (+/- 25)	Status
28.10	1225	-1775	-1777	Pass
28.10	1400	-1540	-1540	Pass
28.10	1575	-1365	-1365	Pass
28.10	1750	-1190	-1190	Pass
28.10	1925	-1015	-1015	Pass
28.10	2100	-840	-840	Pass
28.10	2275	-665	-665	Pass
28.10	2450	-490	-490	Pass
28.10	2625	-315	-315	Pass
28.10	2800	-140	-140	Pass
28.10	2975	35	35	Pass
28.10	3150	210	210	Pass
28.10	3325	385	385	Pass
28.10	3500	560	560	Pass
28.10	3675	735	735	Pass
28.10	3850	910	910	Pass
28.10	4025	1085	1085	Pass
28.10	4200	1260	1260	Pass

Case Leak, Hysteresis and After Effect Checks			
Test	Tolerance (Feet)	Indicated Change	Status
Case Leak	100	6"	Pass
Hysteresis			
1st - 50% of max Alt	75	20	Pass
1st - 40% of max Alt	75	40	Pass
After Effects	30	15	Pass

Date:	7-4-2018
WO #:	A2018008
Altimeter Model #:	9034PA-1
Altimeter Serial #:	470022
Performed By:	Tray Elson
Encoder P/N:	530120-30A
Encoder S/N:	A40030
The Encoder listed above was matched to this Altimeter to 35,000 feet on 7/4/2018	

1. Approving Civil Aviation Authority Country FAA/United States	AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-1, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number 6160458
4. Organization Name and Address Textron Aviation Inc. (PC4) Textron Aviation Inc. 1 Cessna Blvd, Wichita, KS 67215					4. Work Order Contract Invoice Number 3103534
6. Item 80	7. Description SUMP	8. Part Number S1258-1	9. Quantity 1	10. Serial Number N/A	11. Status/Work New
12. Remarks AUTHORIZED RELEASE DOCUMENT PO#: 1874					
13a. Consider the items identified above were manufactured in conformity to: <input checked="" type="checkbox"/> Approved design data and are in accordance with applicable regulations. <input type="checkbox"/> Non-approved design data specified in Block 12.			13b. <input type="checkbox"/> ICAO 8130-1 Rules in Service <input type="checkbox"/> Other regulations specified in Block 12. Certification that includes information specified in Block 12, the work identified in Block 12 and described in Block 12 was completed in accordance with Table 14, Code of Federal Regulations part 43 and in respect to that work, the items are approved for return to service.		
13c. Authorized Signatory <i>Don P. Macy</i>	13d. Approval Authority No. PC4	13e. Authorized Signature	13f. Approval Certificate No.		
13g. Name (Type of Printed) DON P. MACY	13h. Date (dd/mm/yyyy) 10/May/2018	13i. Name (Type of Printed)	13j. Date (dd/mm/yyyy)		
User/Installer Responsibilities					
14. It is important to understand that the customer of this document shall have an independent authority to recall the aircraft engine per the article.					
15. Note 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 or in respect to that the user/installer issues that has not airworthiness authority, accepts aircraft engine's properties and is not in the airworthiness authority of the country specified in Block 1.					
16. Statements in Block 13a and 13b do not constitute a certification of fitness. In all cases, an airworthiness certificate must remain an airworthiness certificate issued in accordance with the national regulations to the user/installer before the aircraft can be flown.					
FAA Form 8130-1 (02/14)			ASN: 0152-06-012 (0/01)		

MODEL: CESSNA 414
 S/N: 414-0490
 REG: N444BZ

Trim Aire Aviation Inc.
 P.O. Box 447
 Limestone County Airport
 Mexia, Texas 76667
 (254) 562-2857

DATE: 10-03-2018
 W.O: 18-0181
 HOBBS: 2254.0

AIRCRAFT LOG ENTRY

1. Removed L/H Main landing gear. Disassembled gear, cleaned, and resealed. Installed new MS28889-2 air valve. Reinstalled L/H main gear. Run gear retract test. Gear tested satisfactory.

Boyd A. Miller
 Boyd A. Miller A&P 1797997

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATION NO. OF PERSON PERFORMING WORK
TOTALS brought forward from previous page				
2/13/2019				Repaired Broken Wire Lead on Left Engine Cylinder #6 CHT Trim-Aire Aviation Work Order 19-0111
		Hobbs Time	2259.1	



Reg#: N444BZ
Make: Cessna

Date: 4/3/2019
Model: C-414

Hobbs: 2264.5

Rebuilt R/H brake master cylinder, with "O" ring P/N- MS28775-112 and packing P/N- 800-001-6. Serviced master cylinder for proper operation.

Greg Halford
Greg Halford
A&P 3017051

MODEL	CESSNA 414	Trim-Aire Aviation, Inc P.O. Box 447 Limestone County Airport Mexia, Texas 76667 (254) 562-2857 Aircraft Log Entry	DATE:	7/16/2019
S/N:	414-0490		W.O.:	19-0163
REG:	N444BZ		HOBBS:	2269.0
IFR DUE: 07/20	ELT DUE: 9/2020		ACTT:	7550.1

Performed a Annual Inspection in accordance with FAR 43 Appendix D and the manufactures maintenance manual.

- 1 Checked lights and aircraft systems
- 2 Lubricated flight controls and pulleys
- 3 Lubricated landing gears
- 4 Jacked aircraft and performed a gear retract and extension check by motor and manually, operation normal
- 5 Installed new ELT Battery p/n BP-1020. C/W Far 91.207(D) ELT operational functional check. Operation normal.
- 6 Replaced Right Nav light bulb p/n A-7512-24
- 7 Removed left landing light. Cleaned terminals and bench tested. Reinstalled and ops checked good.
- 8 Pressure lubed R/H Alt Air control. Worked many times. Operations tested satisfactory.
- 9 Resealed left and right brake caliber. Bled and serviced with hydraulic fluid.
- 10 Removed and replaced Left and Right brake linings p/n 066-06600
- 11 Replaced heater duct clamp R/H nose section p/n AN737-TW56.
- 12 Installed new L/H main tire p/n 650606-3
- 13 Complied with AD2000-01-16 by inspection due each 50 hours.

I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition.

Chris Savage
Chris Savage A&P 32532381A

MODEL: CESSNA 414

S/N- 414-0490

REG- N444BZ

Trim Aire Aviation Inc.
P.O. Box 447
Limestone County Airport
Mexia, Texas 76667
(254) 562-2857

AIRCRAFT LOG ENTRY

DATE: 08/19/2020

W.O# 20-0170

HOBBS: 2285.6

ACTT: 7567.6

- 1. ANNUAL INSPECTION
2. INSTALLED NEW GILL G-246 BATTERY, SN: G03096396
3. REMOVED LH ENGINE FIRE EXTINGUISHER FOR HYDRO-STATIC TEST. NEW SQUIBB INSTALLED. NEXT TEST DUE IN AUG. 2025
4. REMOVED LH, OUTBOARD FUEL CELL. INSTALLED NEW PN: 4142-3 FUEL CELL, SN: CR2738. INSP FOR LEAKS NONE FOUND
5. REPAIRED TAIL CONE STINGER. FIBER GLASSED, PAINTED AND INSTALLED.
6. REP'D 4 EA GAS CAP FUEL O-RINGS; PN: MS29513-232
7. REPL'D LH ENG GOVERNOR GASKET; PN:AA914
8. REP'D LH ENG STARTER O-RING SEAL: PN: MS9021-038
9. REPL'D LH ENG. ALT. GASKET; PN: 653981
10. REMOVED ALL FUEL INJECTERS FROM RH AND LH ENG. CLEANED AND INSTALLED WITH NEW O-RINGS PN: 630979-9; AND SEALS; PN: 640612.
11. INSTALLED SPACERS UNDER RH & LH SPINNER BULKHEADS TO PREVENT CHAFFING
12. REPL'D MISSING RIVETS IN RH, BOTTOM ENG. NECELLE
13. C/W AD 2000-01-16 DATED 02/15/2000 PAR'S (C.), (E.). INSTALLED NEW TURBO EXH PIPE, ON RH ENG.; PN:HWS-340414-2 - INSTALLED NEW EXH. CLAMP, PN: 2265C400-SS ON RH ENG TURBO EXH. PIPE. - NEXT INSP DUE AT ACTT: 7601.0.
14. C/W AD 2017-06-03 DATED 05/05/2017 BY INSP AND PRESS. DECAY TEST IAW PAR (g). NO DEFECTS FOUND. - NEXT INST DUE IN 8/2022 OR ACTT: 7817
15. REPLACED ELT BATT, PN: BP-1020; NEXT REPL DUE IN OCT 2022
15. ELT SYSTEM INSP'D IAW FAR 91:207 (d)

THIS ELT EQUIPPED WITH ALKA-LINE BATTERY PACK PN BP-1020
REPLACE BY
OCT 22
MERCURY
WARNING: DO NOT DISCARD BATTERY IN HEAT OR FIRE

LINCOLN GRANT A&P 2517619

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW AN ANNUAL INSPECTION AND WAS DETERMINED TP BE IN AN AIRWORTHY CONDITION.

Altimeter Test and Inspection
Elison Avionics Services, LLC
7727 Karl May Drive
Waco, TX 76708
CRSF 01AR302C

Table with 4 main sections: Scale Error Test, Friction Test, Pressure-Altitude Difference, and Case Leak, Hysteresis and After Effect Checks. Each section contains a table of test results with columns for test type, tolerance, indicated change, and status.

Altimeter Test and Inspection
Elison Avionics Services, LLC
7727 Karl May Drive
Waco, TX 76708
CRSF 01AR302C

Table with 4 main sections: Scale Error Test, Friction Test, Pressure-Altitude Difference, and Case Leak, Hysteresis and After Effect Checks. Each section contains a table of test results with columns for test type, tolerance, indicated change, and status.

FORMED—
ON PERFORMING WORK

I CERTIFY THAT THE ALTIMETER(S) AND STATIC SYSTEMS(S) TESTS AS REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED IN ACCORDANCE WITH FAR 43 APPENDIX E. ALTIMETER # 1 P/N 5934PA-1 S/N F5020 HAS BEEN TESTED TO 35,000 FEET ON 9/18/20. ALTIMETER # 2 P/N 5934PA-3 S/N 402892 HAS BEEN TESTED TO 35,000 FEET ON 9/18/20. ENCODER # 1 P/N SSD/20-30A S/N A45030 HAS BEEN MATCHED WITH ALTIMETER # 1 TO 35,000 FEET ON 9/18/20. ENCODER # 2 P/N SSD/20-30A S/N A45030 HAS BEEN MATCHED WITH ALTIMETER # 2 TO 35,000 FEET ON 9/18/20.

I CERTIFY THAT TRANSPONDER #1 MAKE Trig MODEL TT 31 S/N 8529 AND TRANSPONDER # 2 MAKE King MODEL KT-76A S/N 44202 AS INSTALLED IN THIS AIRCRAFT HAVE BEEN TESTED AS REQUIRED BY FAR 91.413 IN ACCORDANCE WITH FAR 43 APPENDIX F ON THIS DATE 9/18/20.

PERTINENT DETAILS OF THESE TESTS ARE ON FILE AT THIS AGENCY UNDER WORK ORDER NO. A2020249 DATE 9/18/20 TACH/HOBBS 2286.4.

SIGNED J. K. Ellison

Ellison Avionics Services, LLC • 7727 Karl May Drive • Waco, TX 76708 • (254)640-9024 • CRS# 91AR302C

N444BZ Hobbs 2298.8 Date 11-30-21

I certify that this aircraft has been inspected in accordance with a 100hr/Annual inspection and was found to be in a condition for safe operation. All work completed in accordance with Cessna 414 maintenance manual. Complied with AD 2000-01-16 by inspection of the turbo exhaust system. Complied with AD 2016-17-08 by inspection of elevator trim tab hardware. All ADs complied with up to date. Louis Dean A&P IA 3804378 Louis Dean



Reg #: N444BZ
Tach:
Hobbs: 2298.8

Date: 11/29/2021
Model: 414

Make: Cessna
S/N: 414-0490

Aircraft inspection revealed these squawks:

1. R/H main tire worn. Replaced Goodyear Flight Custom III 6.50-10 P/N 650C06-3 tire S/N off 31562408 with S/N on 12510171, with tube 06-06000
2. L/H wheel well aft inbd corner has some corrosion. Cleaned area and treated with alodine and zinc primer.
3. L/H prop missing safety wire on 3 screws. Safety wired screws.
4. L/H and R/H prop deice brushes worn down to 1/4 inch. Replace brush assemblies with new. L/H P/N C40179 and R/H P/N C40010 no s/n noted.
5. Left engine starter brushes worn beyond limits. Replaced starter P/N MHJ-4003 s/n FA1097A with P/N MHJ-4003 s/n H-V102585.
6. L/H alternator leaking oil from mounting area. Replaced Gasket P/N 653981.
7. Alternator Hex Nut inspections have been completed per owner advisories MEL-24-04 and MEL-71-02.
8. Engine oil filters CH48108-1 were changed and 11 Qts of oil Areoshell W100 installed in each engine
9. Spark plugs were removed, cleaned, tested and moved to next appropriate cylinder. Oil and filter was observed for metal contamination and no visible traces found.
10. Serviced and bled brake system L/H and R/H.

All work accomplished using Cessna 414 Service Manual.

William Kirkland Wm Kirkland
A&P 3059907

SUB-TOTALS this page

TOTALS— Carry forward to next page



A/C Model: Cessna 414	AC SN: 414-0490	Reg No: N444BZ	Total Time 7596.7	Hobbs: 2314.7	Date: 19 Jan 23
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Performed an Annual Inspection as required by FAR 91.409 in accordance with the Cessna 414 service manual and FAR 43 Appendix D. All AD's complied with through Bi-Weekly 2023-1.

- 1) Several panels and areas around panels have corrosion on LH and RH wing. Removed corrosion on panels and areas around panels on LH and RH wing. Applied primer IAW 43.13-1B. Found corrosion around Wilke button on LH wing lower skin. Cleaned corrosion off and applied primer to area. Now needs paint. Ref AC43.13-1B. Paint applied per AC 43.13-1B.
- 2) RH fuel strainer leaking. Removed drain valve on RH fuel strainer and replaced with new drain valve P/N 50C4 and new O-ring P/N MS29512-04. IAW AC 43.13-1B. Leak check required. No leaks noted during engine runs.
- 3) Ammeter Switch difficult to operate. Adjusted contacts on ammeter switch. Found loose wire on ammeter. Troubleshooting revealed loose wire was for ammeter light and was not repairable. Capped wire and secured. Ammeter switch operational check satisfactory. Installed placard adjacent to the ammeter stating "Ammeter Light INOP".
- 4) Auto pilot doesn't track a GPS course. Tested Nav system and found signal weak but operational when radiated from NAV 402AP. The VOR navigation system is airworthy but may not receive usable signals at expected distance from the station. Tested the GPS system and autopilot interface. When at the KPWG 04 end of the runway a waypoint was set to airport 7F7 (Clifton), taxied aircraft to 22 end of runway to obtain indicator deviation, engaged autopilot and it tracked the needle. Performed same test using GPSS mode and deviation was also tracked by the autopilot. However, during test, it was noted that the Co Pilot HSI was not slaved properly and the RMI would spin constantly.
- 5) EDM 760 Screen intermittent especially at night and in cold weather. Display appears to be completely inop. Removed existing display Part Number EDM 760 Serial Number 11770 and installed direct replacement unit Part Number EDM 790 Serial Number 08349. Original system was installed under JPI STC SA00729SE with Approved Model List and this is a Minor Alteration to that STC. The new indicator was installed in accordance with AC43.13-1B Change 1 (As Applicable) and AC43.13-2B Chapter 2 Paragraph 203(b). This unit displays EGT, and CHT and does not require fuel quantity calibration.
- 6) Many stuck screws in RH outboard cowl flap panel. Removed stuck screws and replaced with new screws on RH OB cowl flap panel IAW AC 43.13-1B.
- 7) O2 Bottle P/N C166001-0813 due hydrostatic testing. O2 Regulator P/N 801366-1 Due overhaul. Owner declined repair. Removed oxygen from bottle and placarded handle INOP IAW 14 CFR 91.213.
- 8) Removed broken clamp on RH nose baggage on upper tube and installed new clamp P/N 20024H. IAW AC 43.13-1B.
- 9) Tested ELT Part Number C589511-0117 Serial Number 15589 and unit tests good in accordance with 14CFR 91.207(d). Battery is due in October 2022. Removed existing ELT battery Part Number BP-1020 dated OCT 2022 and installed new battery Part Number BP-1020 due date February 2025, reference Certificate of Conformance on Aircraft Spruce invoice 7385866. Battery was replaced in accordance with Merl Installation Instructions BP-1020
- 10) RH wing deice supply tube chaffing against wing structure outboard of RH nacelle. Removed RH wing de-ice boot supply tube. Installed new supply line using 2' of P/N 05-03598 hose. Routed new line so it wouldn't chaff against any other lines. Ref. AC 43.13-B
- 11) RH inboard fuel sump at wing root leaking. Removed RH inboard fuel sump drain valve and O-ring and replaced with new drain valve P/N 50C9C and new O-ring P/N MS29512-06 IAW AC 43.13-1B.
- 12) Left and right pressurization system vacuum regulator filter dirty. Removed left and right pressurization system vacuum regulator filters and replaced with new filters P/N B3-5-1. IAW AC 43.13-1B.
- 13) Left and right waste gate heatshields chaffing against exhaust tubes. Repositioned waste gate heatshields during installation of LH and RH engine exhaust system. Secured heatshields for engine runs. Ops check good. Ref MM 9-72.
- 14) Broken nutplate aft of nose gear well in access panel. Drilled off broken nutplate. Cleaned area of sealant for new nutplate P/N MS1069L-3. Riveted in nutplate and oversealed with PR14Z25B2. Ref AC 43.13-1B.
- 15) Installed cable tie wrap to wire bundle in RH wing inspection panel #4 IAW AC 43.13-1B to eliminate chaffing.
- 16) Removed loose rivnut from LH tip tank tail fairing. Installed patch to cover damaged area. Installed new rivnut IAW AC 43.13-13B.
- 17) LH tip tank leaking around nutplates and sump. Defueled LH Wing. Removed tip tank fuel panels. Cleaned leaking dome nuts of old sealant. Resealed dome nuts with P/N PR1425 B2 sealant IAW AC 43.13-1B. Installed fuel panels with required gaskets P/N 0823400-62 and 0823400-175. Leak check failed. Drained out fuel from LH tip tank. Located fuel leaks and then opened up fuel tank access. Cleaned and resealed noted leaks. Refueled LH tip tank. Leak check good. Reinstalled LH wing tip tank aft tank cone with landing light wires hooked up, Ops check landing light operation checked good.
- 18) RH tip tank leaking at marked nutplate. Defueled RH Wing. Removed tip tank fuel panels. Cleaned leaking dome nuts of old sealant. Resealed dome nuts with P/N PR1425 B2 sealant IAW AC 43.13-1B. Installed fuel panels with required gaskets P/N 0823400-62 and 0823400-175. Leak checks good. Reinstalled RH wing tip tank aft tank cone with landing light wires hooked up. Ops check landing light operation checked good.

- 19) LH wing deice boot supply line chaffing against fuel line. Removed old de-ice boot supply line. Installed new supply line. Used 2' of hose P/N 05-03598. Routed new line so it won't chafe against any other lines. Ref AC 43.13-1B.
- 20) Left wing has internal surface corrosion. Cleaned out left wing bays of dirt. Sprayed surface corrosion preventative compound on the internal surface as per ref. AC 43.13-1B. Left wing panels open so compound could dry. Closed left wing panels.
- 21) Dorsal fin has internal surface corrosion. Cleaned out dorsal of any dirt and dust. Sprayed surface corrosion preventative compound on the internal surfaces of dorsal fin. Ref. AC43.13-1B. Panel left open so compound could dry and testing of ELT. Closed up dorsal fin panel.
- 22) Rudder has static wick base separating from skin. Drilled off old rudder static wick base. Cleaned mating surface to prepare for reinstallation. Installed new rivnut P/N NAS1329A08-75, using rivet P/N CR3213-5-5. Reinstalled original static wick base to rudder. AC 43.13-B.
- 23) Rudder trim has play where servo connects to trim tab horn. Opened up vertical stabilizer for access to trim tab actuator. Removed clamp on actuator rod connection. Found hardware on the actuator push rod was corroded and had worn flat spots on the bolt shanks. Fore and aft rod travels were improved with new bolts.
- 24) Checked rudder trim travels and free play in rudder trim tab. Loosened trim cable stops to check for travel without stops. Found worn and corroded hardware on trim actuator. Ordered new hardware for actuator tab connecting rod. Checked tensions for correct tightness to assure travel is just a stop issue. Entered up rudder to measure travels. Found rudder trim cable stops were out of tolerance. Adjusted cable stops for each direction of deflection. Set each stop to proper angle. Cleaned aircraft belly where we accessed the cables. Closed up cabin belly floor. Ref. AMM Section 7-14. Used bolts P/Ns NAS464P4-8 (1) and NAS464P3-8 (2) nuts P/N 261N08 on trim push rod ends.
- 25) Belly drain seal loose and cracked. Drilled off old seal retaining ring. Removed old drain seal. Installed new drain seal P/N CM3575-2 with retainer. Ref AC43.13-B.
- 26) Removed LH and RH engine air filters from their housings. Cleaned housings and replaced missing portions of clamp seal as required. Installed new filters P/N P12-8156 (1 each) into the LH and RH filter housings. Ref AMM 9-56B.
- 27) Right engine fire bottle hydrostatic test due/squib life limit due. Removed RH engine fire bottle P/N 30111102, S/N 00308A1. Removed squib P/N 13083-5 w/MFD 07-2013 for disposal. Fire bottle P/N 30111102, S/N 00308A1 sent out for HST and squib replacement PO MX-22-0179. Installed RH engine fire bottle P/N 30111102, S/N 00308A1. Ref. AMM 13-122. Bottle HST 11/08/2022 HST next due 11-2027 MFD 10-1975. New squib P/N AE13083-5, S/N 9769 MFD 06/2022.
- 28) Right engine nacelle has cracked skin on inboard and outboard side. Drilled off old repairs on nacelle sides. Laid out new repair patches with .032" Alclad. Prepped new patches and nacelle for installation. Applied Loctite 9309.3NA sealant to patch and riveted them on. Primed both patches as prep for paint. Ref AC43.13-1B. Paint applied IAW AC 43.13-1B.
- 29) Found right engine outboard support bracket cracked. Fabricated new support bracket with .032" alclad. Drilled new bracket to fit exhaust mount. Riveted into place using cherry max rivets P/N CR3213-4-5 ref AC 43.13-1B. Mounting bracket is ready to be installed when exhaust parts are returned. Exhaust system installed during AD 2000-01-16 and mounted to the new bracket. Ops checked good during engine run. Ref. MM 9-72.
- 30) Plastic B nut in left wing root for deice boot supply line cracked. Removed old left wing root de-ice boot B nut. Installed new B nut P/N 269-N06X06 on LH wing de-ice boot supply line. Ref AMM Sec. 3-24 B. Ops check satisfactory.
- 31) Complied with AD 2021-23-12, radio altimeter anomalies. N/A, no radar altimeter installed.
- 32) Complied with AD 2018-03-03R1, carry-through spar cap inspection for cracks (recurring). Complied with by records inspection. Carry thru spar cap inspection required at 15,000 hours TIS.
- 33) Complied with AD 2016-17-18, elevator trim tab push pull tube hardware replacement. Installed new bolts P/N NA5464P3-8. Ops checked elevator trim tab, checked good.
- 34) Comply with AD 90-02-13, to ensure structural integrity of the NLG barrel inner bearing previously complied with.
- 35) Comply with AD 74-20-01, to preclude possible MLG trunnion failure N/A by aircraft serial number.
- 36) Comply with AD 74-08-09-R3, to prevent possible fires from smoking in the lavatory. N/A, affected lavatory not installed.
- 37) Required placards not installed on interior and exterior of cabin door. Cleaned cabin door surface as prep for installation of placards. Installed interior and exterior placards as required, P/Ns 511504-91 and 5200181-20. Ref. location of old placards for installation of new placards.
- 38) Required placards not installed on emergency exit door. Cleaned emergency exit door surface for installation of placards. Applied emergency exit placards as required, P/Ns 511566-6 and 5119564-6. Ref. aircraft IPC for location
- 39) Required fuel placard not installed on RH wing. Cleaned RH wing tip surface for installation of placards. Applied new fuel placard P/N 50-26015-17 to RH wing tip tank. Ref LH wing tip for proper location of placard.
- 40) Elevator trim servo has excessive play. Lowered elevator trim cable tension at cockpit floor. Opened up tail cone top panel for access to RH elevator yoke. Removed elevator trim connecting rod. Opened up RH horizontal trim access panel. Removed RH elevator for access to trim actuator rod end. Removed rod end and noted the number of turns to remove it. Loosened trim actuator mounting clamps. Removed trim actuator and secured adjustment chain in its position. Removed actuator P/N 1260074-4, S/N 42181599. Installed new actuator P/N 1260074-4, S/N 11917. Adjusted elevator trim cable tension to proper correct tension. Adjusted elevator trim tab travels. Had to adjust cable stops to set travels. Lubed cable chains at pedestal and the trim tab actuator. Ref. AMM Section 6-10. Closed up access panels in horizontal stabilizer. Used 1 new bolt P/N AN24-13 and 2 nuts P/N MS17826-4 on elevator.

- 41) Left and right wing deice boots unairworthy. Removed LH/RH wing deice boots. Prepped and primed wings for boot installation. Installed new deice boots left and right side PN SMR2010-6-2 S/N 1094,1102 respectively. IAW SMR De-Icer Installation Manual 97-363-013. Ops check satisfactory
- 42) Horizontal stabilizer deice boots unairworthy. Removed LH/RH horizontal stabilizer deice boots. Prepped and primed wings for boot installation. Installed new deice boots left and right side PN SMR2074-2-1 S/N 1333,1335 respectively. IAW SMR De-Icer Installation Manual 97-363-013. Ops check satisfactory.
- 43) LH MLG brake line chaffing landing gear at trunnion. Removed hardware supporting the brake line to the trunnion. Added a washer, P/N NAS1149F0432P to the brake line standoff tube and reinstalled brake line to the trunnion. Brake line is no longer rubbing the trunnion.
- 44) RH MLG strut is leaking. Removed old O-ring and old packing on ring pack support to RH MLG. Installed new O-ring P/N MS28775-229 and new packing P/N A2740 on ring pack support to RH MLG. IAW AMM 4-15. Leak checks satisfactory.
- 45) Upon removing unserviceable deice boot, found LH horizontal stabilizer leading edge had rivets with no heads, a hole and cracked rivet areas. Removed tip, horizontal stabilizer, P/N 0832115-1. Removed leading edge skin, P/N 5032000-3 by drilling out rivets. Treated horizontal stabilator skin and ribs for corrosion. Match drilled new leading-edge skin, P/N 5032000-3 and installed on LH horizontal stabilizer using CR3212-5-5, CR3212-4-5, CR3212-4-4, CR3212-4-3 and CR3212-4-2 Cherry Max flush head standard rivets. Installed new channel between leading edge and fuselage, P/N R441212. Reinstalled tip, horizontal stabilizer, P/N 0832115-1 using CR3212-4-4, CR3212-4-3 and CR3212-4-2 Cherry Max flush head standard rivets. Work was done IAW AC 43-13-1B, para 4-57f. Inspection revealed 8 cherry max rivets were not fully seated. Removed 8 flush head standard rivets P/N CR3212-4-2 and replaced with 8 flush reduced head rivets P/N CR3212-4-2 IAW AC 43-13.1B para 4-57f. Installation inspected and found satisfactory.
- 46) Cabin door exterior handle return spring broken. Removed upper cabin door interior trim. Removed upper cabin inside door handle. Removed upper cabin door exterior handle. Disassembled door handle to remove broken spring. Installed new spring, P/N 511520-4 onto handle. Reassembled door handle and installed into the door. Ops checked door and checked good. Reinstalled upper cabin door interior trim. Ref. AMM 3-10.
- 47) RH wing VG loose. Reattached loose VG with Loctite 330 IAW STC SA00024SE.

I certify that this aircraft has been inspected in accordance with an ANNUAL Inspection and has been determined to be airworthy.


Charles Donley AR 3073534 IA

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McGregor Executive Airport, McGregor TX 76657

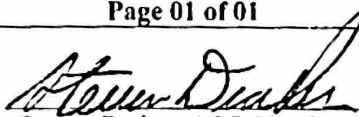
Work Order: 22-1050

Aircraft Model:	Aircraft SN:	Reg No:	Total Time:	Hobbs:	Date:
Cessna 414	414-0490	N444BZ	7596.7	2314.7	Feb 03, 2023

Performed the following aircraft maintenance in accordance with the Cessna 414 service manual and AC 43.13-1B.

During engine run-up after Annual Inspection, previous discrepancy of the LH landing light flickering on and off during taxi. resurfaced. Removed the LH landing light, opened up motor and electrical panel, cleaned and lubed gearbox and switches. Tested circuit on test bench and found light and motor relay points corroded. Cleaned corrosion and adjusted points to close completely. Reassembled landing light Installed 3 new nut plates P/N MS21075L6, which broke during landing light removal. Tightened LH landing light assembly connector posts and reinstalled into aircraft wing. Ops check LH landing light during engine run and taxi with no defects noted.

Page 01 of 01


Steven Draher, A&P 3847391

SUB-TOTALS this page

TOTALS—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATION NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page

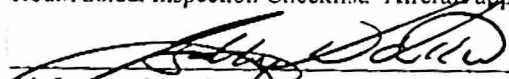


7929 Karl May Dr.
Waco, Texas 76708
CRS No. AK6R541N

Cessna S/N 414 0490 N444BZ

Aircraft TT: 7636.0
Hour Meter: 2354.9
Date: 02/01/2024
Heater HM: 34.8

On above referenced aircraft, removed inspection plates and panels for Annual Inspection. Checked pulleys, bellcranks, cables and fairleads. Checked all flight controls for security and movement. Inspected all wing, tail and landing gear attach points. Inspected all aircraft lighting and electrical. Inspected wheels, tires and brakes. Inspected fuel, hydraulic lines and fittings. C/W A.D. 2000-01-16 per para's (b), (c), (d) and (e). (Paragraph (b) next due at 2404.9 HM.) Cleaned and treated right AFT engine lower nacelle and applied heat resistant primer. Installed new left exhaust pipe. Repaired right inboard nose cowl lower nutplate area. Installed (2) new dimmer switches, P/M CM 3535-1. Troubleshot left alternator indication and replaced sensor, P/N 9910094-3. Installed overhauled and inspected left and right fuel pumps, P/N 1C6-100H. (See tags.) Replaced lower beacon strobe, P/N 01-0770044-02. Repaired numerous post light operation. Resealed right tip tank AFT access panel. Corrected wheel alignment per service manual. Resealed right main gear strut assembly. Resealed nose gear strut assembly. Installed new nose gear drag link hardware. Installed main gear bellcrank bushings and pins, 5041018-1, S133-4P1.00, and NAS77-6-010. Installed new brake pad linings. Installed new left outboard flap panel bearings, P/N S1004-15A. Cleaned and retreated flap wells. C/W A.D. 2016-17-08 per verification of new hardware installed. (Next due at 2464.9 HM.) Performed test of ELT unit per FAR 91.207(d) requirements. (Battery next due at 02/2025.) C/W A.D. 2017-06-03 per inspection of heater assembly. (Next due at 284.8 Heater HM or 2/2026.) Installed new right main gear pressure boot, P/N 9910011-1. Installed new left main gear brace assembly, P/N 0841110-3. Rigged landing gear per Cessna 414 service manual. Troubleshot pressurization and replaced pressure ducts in nose compartment as needed. P/N's 5117257-7, P612433, P612434 and CM3211-18A4.2. Installed new 9-inch pressure duct inboard right wing. A.D.'s researched through bi-weekly 2024-01. (See A.D. listing.) All above work done in accordance with 414 Service Manual and Air Impressions, Inc. 100 Hour/Annual Inspection Checklist. Aircraft approved for return to service. Pertinent details are on file under work order #5815.


Air Impressions, Inc.
CRS# AK6R541N




7929 Karl May Dr.
Waco, Texas 76708
CRS No. AK6R541N

I certify this Aircraft has been inspected in accordance with a Annual Inspection and has been determined to be in an airworthy condition.

DATE 02/01/2024 TACH 2354.9

AIRCRAFT TT 7636.0

WORK ORDER #5815

SIGNED 

AIR IMPRESSIONS, INC
REPAIR STATION # AK6R541N