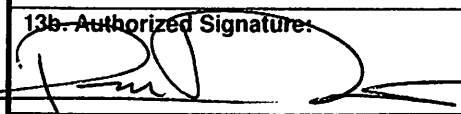
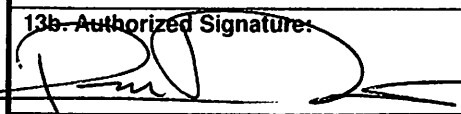


1. Approving Civil Aviation Authority/Country: FAA / UNITED STATES		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: 13792-15	
4. Organization Name and Address: Concorde Battery Corporation 2009 San Bernardino Rd. PAH No: PQ1174NM West Covina, CA 91790					5. Work Order/Contract/Invoice Number: 04714-02	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
1	Battery	RG24-11M	4	40728188, 40728204 40733944, 40733953	New	
2	Parts	9771	4	031815-14	New	
3	Battery	RG-25XC	10	40729080, 40729099 40729100, 40729102 40729103-40729108	New	
4	Battery	RG24-15M	3	40735860, 40735862 40735864	New	
5	Parts	9771	3	031815-14	New	
12. Remarks: This PMA part is not a critical component. (Cross check eligibility at www.concordebattery.com) Note: One each P/N 9771 is packed in box with P/N RG24-11M and RG24-15M.						
13a. Certifies the items identified above were manufactured in conformity to: <input checked="" type="checkbox"/> Approved design data and are in condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			14a. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified 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 items are approved for return to service.			
13b. Authorized Signature: 		13c. Approval/Authorization No.: 561352437		14b. Authorized Signature: 		14c. Approval/Certificate No.:
13d. Name (Typed or Printed): Ramuntxo Duhart		13e. Date (dd/mm/yyyy): 02 JUN 2015		14d. Name (Typed or Printed):		14e. Date (dd/mm/yyyy):
User/Installer Responsibilities						
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.						
Where 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, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.						
Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.						

If your aircraft is sold or transferred, the remainder of the current **adlog** subscription can be transferred to the new owner or operator free of charge. Just complete and mail the transfer card indicating the type and registration number of the aircraft.

If the subscription has lapsed, it can be reinstated and brought up to date. Write or call for full particulars.

If at any time you have any questions concerning your **adlog system** . . . or if we can be of assistance in any way, please write or call:

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Phone 1-800-235-6444

In NY (631) 765-9375

FAX: (631) 765-9359

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Address _____

City, State, Zip _____

Previous Owner or Address:

adlog ID Number _____

Aircraft Model & "N" Number _____

Name _____ Phone No. _____

Address _____

City, State, Zip _____

Date _____ Signature _____

Have you moved, or sold your aircraft? Let us know by printing the new information below.

New Owner or Address:

Name _____ Phone No. _____

Address _____

City, State, Zip _____

Previous Owner or Address:

adlog ID Number _____

Aircraft Model & "N" Number _____

Name _____ Phone No. _____

Address _____

City, State, Zip _____

Date _____ Signature _____

**adlog service
COMMENT CARD**

We welcome all comments, criticisms, suggestions . . . anything! All replies will be carefully reviewed and evaluated.

PLEASE PRINT

Name _____

Address _____

City, State, Zip _____

Phone No. _____

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Att: adlog Division

How to use your **adlog™ Maintenance Recordkeeping System**

adlog™ ID Number

Each **adlog™** is registered with an ID Number which can be found on the upper right corner of the AD Index page. Please use this number with all correspondence or communications.

Step 1

Complete and return the enclosed optional equipment questionnaire. This information will be entered in the **adlog** monitoring system so that you will be immediately sent any ADs that have been issued on optional equipment you have installed in your aircraft. This is the only way you will receive currently applicable and future **adNote™** pages on this equipment, so *do it right away*.

Step 2

Enter the appropriate data called for at the beginning of each maintenance recordkeeping book, number all the pages in the space provided and insert the books in the binder under the appropriate index tabs.

Insert the AD Index page(s) in the **AD Index** section, the **Aircraft Inspection Status** form at the front of the Airframe Maintenance section, and the **Service Bulletin Compliance** form in the Service Bulletin section.

In each of your existing maintenance logbooks make the following entry in the next available space: "See **adlog™** System Log No. () for further entries after (date).

From now on all further maintenance entries will be made in the appropriate **adlog™** section.

The airframe, engine and propeller logs are used in the conventional way except that AD entries need not be duplicated in these logs. The avionics log is used to record transponder biennial inspections, any avionics maintenance, and can be used for recording VOR-VOT checks required for IFR certified aircraft.

Use the **Service Bulletin** section for storing all your service notes, bulletins or letters that are received from the various manufacturers. If you are not currently receiving these bulletins, contact their Customer Service Departments for complete details.

Step 3

Put all existing Major Repair and Alteration forms (FAA Form 337) in the holder supplied in your **adlog™**.

Step 4

Make a *copy* of your current weight and balance data and put it in the appropriate section (Note: For U.S. registered aircraft, FAR 91.31 requires that your weight and balance data be carried on the aircraft at all times). Your most current weight and balance data may be on an FAA Form 337 if any equipment additions or deletions have been made to the aircraft that would affect its weight and balance distribution.

Step 5

Airworthiness Directive section—You have been supplied with a complete set of all currently applicable Airworthiness Directives issued for your aircraft (by Model & Serial Number) and its standard equipment, exclusive of any options, from the date of original aircraft certification. Use the AD Index Page to verify that all applicable **adNote™** pages have been included. When there are more than one item of a kind installed on the aircraft, such as magnetos etc., individual **adNote™** pages are supplied for *each applicable component* on your aircraft equipment list.

As new AD's are issued, add the applicable information to the AD Index Page.

A revised Index Page will be issued each year at the time of your subscription anniversary date. Use this as a checklist to make sure that you have received all applicable **adNote™** pages.

Multi-Engine Aircraft— If yours is a multi-engine aircraft, additional applicable **adNote™** pages are supplied, one for each engine, propeller, and engine related accessory, such as magneto's, vacuum pumps, generators, etc. These individual **adNote™** pages provide the owner/operator with a comprehensive picture of AD compliance requirements for each engine, propeller, accessory, etc.—*instantly!*

How ADs Are Numbered —

U.S. System. The FAA numbers AD's by the year, bi-weekly period during that year, and by the number of AD's issued during that bi-weekly period.

For example:

Numbering prior to year 2000

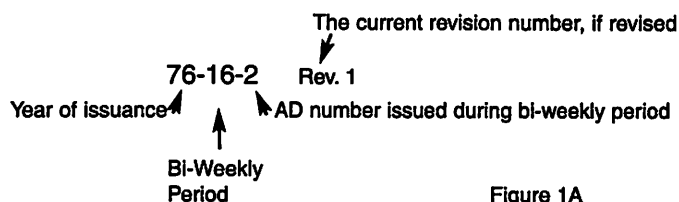


Figure 1A

Numbering after year 2000

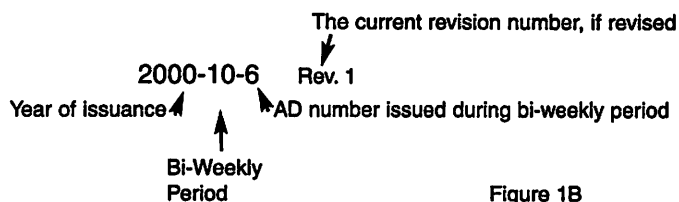


Figure 1B

The first 2/4 digits indicate the year of issuance, the second grouping of 1 or 2 digits indicates the bi-weekly period during that year and the third group of 1 or 2 digits indicates the AD number issued during that 2 week period. In the case of the above example, the number indicates that this was Revision 2 of the second AD issued by the FAA during the 16th bi-weekly period of 1976.

The FAA when issuing a revision of a particular AD does not change the AD number, but incorporates the revision information in the text of the AD.

NOTE: The addition of revision numbers was only recently put into effect by the FAA. The revision numbers (if applicable) will be included on all future and reprinted *adNote*™ pages. Be assured that all *adNote*™ pages included in your *adlog* maintenance recordkeeping system contain the latest version of each AD issued to date.

Determining AD Applicability—

The text in each AD refers to the affected item by serial and/or model number. If you wish, you may discard those ADs that do not apply to your aircraft after checking the serial and/or model numbers affected, although we suggest that you keep them in the front of the ADs *Permanently Complied With* section, marking them "N/A" — not applicable. The remaining ADs presumably apply to your aircraft.

NOTE: IT IS POSSIBLE FOR AN AIRWORTHINESS DIRECTIVE ISSUED ON A DATE PRIOR TO THE MANUFACTURE OF YOUR AIRCRAFT TO APPLY TO YOUR AIRCRAFT. READ ALL DIRECTIVES CAREFULLY, ESPECIALLY THOSE THAT BEAR REPETITIVE INSPECTION COMPLIANCE REQUIREMENTS, PAYING CAREFUL ATTENTION TO THE SERIAL AND/OR MODEL NUMBER APPLICABILITY.

Fig. 2

<div style="border: 1px solid black; padding: 2px; margin-bottom: 2px;">N1234M</div> <small>AIRCRAFT REGISTRATION NO</small>	<div style="border: 1px solid black; padding: 2px; margin-bottom: 2px;">72-4100009</div> <small>AIRCRAFT SERIAL NO</small>	<div style="border: 1px solid black; padding: 2px; margin-bottom: 2px;">BARNBURNER II</div> <small>TYPE AIRCRAFT</small>	<div style="border: 1px solid black; padding: 2px; margin-bottom: 2px;">74-11-1 R</div> <small>AD NUMBER</small>
<div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold; font-size: 1.2em;">adNote</div>			
<div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold;">Windshield Outer Panes</div>			

COMPLIANCE DATE	TOTAL TIME AT COMPLIANCE	TACH OR RECORDING METER TIME AT COMPLIANCE	METHOD OF COMPLIANCE	AUTHORIZED SIGNATURE & NUMBER
JUL 8, 1974	1422	265	PREVIOUSLY COMPLIED WITH —	
SEE AIRFRAME LOG # (2) FOR ENTRY				

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Initial *adNote*™ Page Entries

Carefully check through your old logbooks for each AD entry, and copy the entry, on the appropriate AD sheet as shown in Fig. 2.

NOTE

You *must* keep your old logbooks to prove previous AD compliance, as they contain the original maintenance facility compliance signatures.

You may find that you have *adNote*™ pages for which you have no record of AD compliance. Check these with your maintenance facility to see if the AD is applicable, and if necessary, have the AD complied with according to the stated requirements. You may also find that you have AD entries in your logbook for which you

have no *adNote*™ pages. In most cases this will be because the AD in your logbook will have been superseded by a later AD or it may have been cancelled. If in doubt, contact AeroTech or your maintenance facility. Alternatively, the AD shown in your log may be for some optional equipment which has not been included in your *adlog*™ System (until you send in your questionnaire, see Step 1 above).

All ADs that have been permanently complied with or those that are not applicable should be filed numerically in the *ADs Permanently Complied With* section. All ADs that have not yet been complied with, or those requiring repetitive compliance should be filed numerically in the *ADs Requiring Additional Compliance* section.

Now take the AD Index sheets and record the appropriate data on them under the appropriate headings.

Figure 3

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL. DUE AT		AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE TACH OR RECORDING METER TIME	
1-26-76	1147	324	PER 1a, b, & c below	1247	424	Jonathan Mealy 12345 A+P
6-4-76	1247	424	PER 1a, b, & c below	1347	524	Jonathan Mealy 12345 A+P

Color-Coding & Method of Making Entries—The *adNote*™ pages are color-coded—green to indicate non-repetitive AD's and red for repetitive or recurring AD's. This makes it possible to locate repetitive ADs in a matter of seconds. The maintenance compliance forms on the *adNote*™ pages also differ as the format for the repetitive ADs is conveniently set up so that the interval for future compliance can be determined *instantly*, as shown in Figure 3.

In the example shown in Fig. 3 you will note that on January 26 the AD was complied with at 1147 hours total time-in-service. The Tach (or recording meter) indicated 324 hours. If, for example the AD requires compliance every hundred hours, the time for the next compliance is extended in the *Next Compliance Due* column which indicates that the next compliance is due at 1247 hours total time-in-service or 424 hours on the tachometer (or recording meter).

This example shows a tach (or recording meter) time that differs from the total time. This is frequently common in that many airplanes have had engine(s) and/or tachometer (or recording meter) changes made during the life of the aircraft and consequently both meter and total time entries must be made in all maintenance records. This *adlog*™ format eliminates the problem of juggling numbers.

"Method of Compliance" Entries—The Federal Aviation Regulations require that the method of compliance *be spelled out in its entirety* when making log entries. The *adNote*™ page simplifies and facilitates these entries as the AD itself is spelled out word for word on the same page as its associated maintenance compliance form, therefore, it is only necessary when making entries to refer to either the "AD below" or the appropriate paragraph in the AD as shown in Fig. 3.

After the *adlog*™ System entries have been brought up to date, all future AD compliance entries are now made directly on the *adNote*™ pages. It is not necessary to duplicate these entries in the individual maintenance log books, since these sheets now represent the permanent record of compliance.

AD Index & Type of AD—On each *adNote*™ page to the right of the AD number is a letter or combination of letters. The Letter **N** indicates a non-repetitive AD or an AD requiring one-time compliance.

The letters **N/M** indicate a non-recurring AD that requires more than one type of compliance. The letter **R** indicates a repetitive or recurring AD. The letters **N/R** indicate an AD that requires repetitive or recurring compliance which becomes non-recurring or fully complied with when some type of modification or parts replacement is made.

The *Type of AD* codes are also entered in the second column of the index page as illustrated in Fig. 4.

When an AD coded **N/R** has been complied with in such manner as to become non-recurring, cross off the letter **R** on the Index page (See Fig. 4). For AD's coded with an **N/M**, cross off the letter **M** on the Index page when the multiple compliance feature has been completed. It is now possible to spot AD's that require additional compliance in the time it takes to run your finger down the *Type of AD* column, looking for either **R**'s or **M**'s that have not been crossed off.

Federal Register Amendment Numbers

The Federal Register amendment number (FAA issued AD's only) of the AD can be found in the first few lines of text. The publication of AD's in the U.S. Federal Register began in 1960, so that AD's issued before then would *not* have any amendment numbers listed.

Revised AD's (U.S. only)

Revised AD's are indicated on the *adNote*™ pages by the word "Rev." next to the AD number. The portions of the text that have been revised are indicated by means of a vertical line in the margin, to the left of the text that has been changed.

Step 6

Initiate the Inspection Status Form. This is a very handy way to stay on top of all required inspections as they come due — annual, 100-hour and progressive inspections, engine oil and filter changes, overhauls, transponder checks, IFR altimeter-static system checks, ELT battery replacement dates and so on (See Fig. 5).

If you operate a fixed-wing aircraft, you now have your *adlog*™ System working.

Helicopters, Turbine-Powered or Piston-Powered Part 135 Fixed-Wing Aircraft

Included is a section for *Service or Life-Limited Components*, consisting of individual maintenance, overhaul and replacement record sheets to be used for each life-limited component, as well as special index pages for quick reference. All applicable information should be entered on these sheets and the Index filled in and brought up to date. This will now enable you to easily stay on top of individual component removal and replacement times as well as providing a complete maintenance & AD history of these components.

Transfer of Ownership or Renewal of Expired Subscriptions

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ADLOG ID NUMBER: 1000

adlog AD LOG SYSTEM **Airworthiness Directive Index**
Page No: 1
Aircraft PA-24-250, S/N 242904 Effective Date: 09/16/88

AD NUMBER	TYPE	SUBJECT	Superseded by AD Number	N/A
		ENGINE(s): O-540-A1D5		
		PROPELLER(s): HC-A2VK-1		
		MAGNETO(s): Bendix 'S' Series		
62-26-05	N	EXHAUST SYSTEM		
63-14-03	NR	LYCOMING ENGINE		
63-22-03	N	MARVEL-SCHLEBLER CARBURETOR		
63-27-03	N	LANDING GEAR RETRACTION MOTOR CIRCUIT		
64-10-04	N	CARB. AIR BOX DEFLECTOR VANES		
64-16-05	N	LYCOMING ENGINE		
64-22-03	N	LANDING GEAR SAFETY SWITCH		
65-11-04	N	STABILATOR CONTROL SYSTEM		
65-25-03	NR	NOSE GEAR DRAG LINK CLEVIS		
66-05-04R1	N	MARVEL-SCHLEBLER CARBURETOR		
66-20-04	N	LYCOMING ENGINE		
68-05-01R1	NR	EXHAUST MUFFLER		
68-13-03R1	NR	FUEL CELL COLLAPSE		
68-19-04R1	R	HARTZELL PROPELLER		
69-24-03	N	MARVEL-SCHLEBLER CARBURETOR		
72-06-05R2	N	MARVEL-SCHLEBLER CARBURETOR		
72-07-05R1	N	OPERATION LIMITATION PLACARD		

Figure 4

adlog AD LOG SYSTEM **Aircraft Inspection Status**
Aircraft Registration No. N1234M Page 1 of 1
Make & Model Barnburner II
Serial No. II-543210

TYPE OF INSPECTION	DUE AT			COMPLIED WITH		
	HOURS	CYCLES	DATE	HOURS	CYCLES	DATE
Annual			3-31-76			3-30-77
100 hr.	1126			1120		
100 hr.	1120			1320		
ELT Battery			9-30-77			
Altimeter-Static Syst.			4-22-77			
Transponder Biennial			10-26-78			
100 hr. Annual	1420			1420		3-30-77
Annual			3-31-78			

Figure 5