

ASSC



Aviation Specialty Services Corp.

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05/11/2023 N969KT EPIC LT S/N: 042 ACTT: 1.800.19 CYCLESA: 1.947

AIRFRAME:

Perform Conditional inspection IAW FAA approved Inspection Program for N969KT Epic LT S/n: 042 dated 11/14/2012. Perform pre and post ground inspection run-up. Clean and reseal fuel bowl with new seals P/n: MS29513-233 and Statto seal P/n: 600-3142-1/2. Cleaned screen in ultra-sonic cleaner, washed and dried. Oxygen bottle next hydrostatic testing due 04/2027. Landing gear blow down nitrogen bottle next hydrostatic testing due 05/2027. Serviced to 2200 psi of nitrogen after emergency landing gear extension. Compass deviation card dated 07/20/2013. Aircraft Registration Certificate expired 10/31/2029. FAR 91.411 & 91.413 next due 05/2025. ELT battery P/n: 455-0012 next due replacement 10/2029. Ops tested IAW FAR 91.207(d) O.K. Researched all AD's IAW Fed Bi-Weekly 2023-10. Check for ARROWE documents. Clean and repack all wheel bearings. Inspect MLG wheels IAW Manual CM40-434 O.K. Inspect nose wheel IAW Manual CM40-423 O.K. Inspect brake system IAW Manual CM30-191 O.K. Lubricated all pivot joint, landing gears and control surfaces. Cleaned, treated exposed rod ends with Par-Al-Ketone as necessary on landing gear and flight controls. Charged both left and right aircraft batteries. Performed several fault free landing gear retraction and extension tests. Service brake and hydraulic reservoirs and tire pressures. Check all exterior and interior lighting. Wash aircraft and clean interior after inspection. Replace broken right wing tip static wick with new P/n: SD-3. Replaced many missing vortex generators with new. Right 15amp fuse blown for BatteryMinder system. Replaced fuses with new. Replaced left main tire with new P/n: 033-631-0 S/n: 2229T00223. Replaced wheel o-rings with new P/n's: 101-62700 and 101-61200. All work done IAW Cleveland manual Manual CM40-434. Stop drill crack in left wing tip lens and sealed. Adjust aft cabin door cable to take even load when entering aircraft. Service air condition system with R-134a refrigerant. Serviced oxygen system to 2200 psi of aviator's breathing oxygen.

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Landing gear hydraulic overflow can rupture came unbonded. Cleaned and installed with epoxy. After emergency landing gear extension and bleeding emergency fittings at actuators and servicing blowdown bottle, found that landing gear will not retract. Found emergency gear extension valve leaking and pressurizing emergency fittings at actuators. Removed valve and disassembled. Cleaned and re-assembled. Valve still leaking. Replace with new P/n: 7115G4Y. Replace ELT battery with new P/n: 455-0012 S/n: 396863-043. Service Lettery SL-0030, rudder control rod end replacement next due ACTT: 2,687.9. Comply with EPIC Service Letter SL-0021 O.K. Comply with EPIC Service Letter SL-0018 O.K. Hoses installed correctly. Comply with EPIC Service Letter SL-0017 O.K. No cracks found. Comply with EPIC Service Letter SL-0015 Rev. 1 O.K. I certify this AIRFRAME has been inspected IAW the scope & detail of the N969KT maintenance and inspection program dated 11/14/12 and found it in a condition for safe flight.

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05/11/2023 N969KT EPIC LT S/N: 042 ACTT: 1.800.19 CYCLES: 1.947
PT6A-67A S/N: RT0070 TTSN: 1.800.19 IN 9/25/12

ENGINE:

Perform Conditional inspection IAW FAA approved Inspection Program for N969KT Epic LT S/n: 042 dated 11/14/2012/ Perform pre and post ground inspection run-up. Took oil sample using AvLab kit P/n: GA-001-OFRK. Serviced engine oil with 2 qts of BP 2380 oil. 1 Qt added in 02/27/23. Visually inspected both ignitors. Both are at minimum limits. Replaced base gaskets with new P/n: 3010880. Cleaned and resealed oil screen. Replaced fuel filter and cleaned fuel screen and resealed. Washed all engine controls and re-lubricated. Removed starter/generator, cleaned drive shaft spline and mating surface female spline. Visually inspected O.K. Lubricated shaft and replaced shaft o-ring with new P/n: M83248/1-113. Starter/generator next due overhaul ACTT: 3,000. Researched all AD's IAW Fed Bi-Weekly 2023-10. Lubricated all engine controls. Clean and reseat P3 filter element P3 filter and oil screen next due replacing ACTT: 2,100.96. Visually inspected engine and engine compartment. Wash engine. Check chip detectors O.K. Perform boroscope inspection on engine. Work done by Southeast Turbines (see parts list). Removed all fuel nozzles and tubes for cleaning. Re-installed repaired nozzles P/n's: 3119856-01 S/n: 2BUK0458 inlet and 3119855-01 fuel nozzles with new seals P/n: AS3209-009 and gaskets P/n: MS9371-16. Nozzles repaired by Southeast Turbines Corp. (CRS#: E7BR2310) under WO#: TS9237 dated 05/08/2023. Compressor wash hose chaffing against ignitor lead. Secured away with clear silicone. Comply with EPIC SL-0029, fuel purge system check valves. Comply with EPIC SL-0024. Inspect for engine mount cracking. O.K. No cracks found visually. Perform compressor wash and power recovery wash. I certify this ENGINE has been inspected IAW the scope & detail of the N969KT maintenance and inspection program dated 11/14/12 and found it in a condition for safe flight.

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05/11/2023 N969KT EPIC LT S/N: 042 ACTT: 1.800.19 CYCLES: 1.947
HC-E4A-3D/E104775K S/N: KX1471 TTSN: 876.99 IN 06/18

PROPELLER:

Perform Conditional inspection IAW FAA approved Inspection Program for N969KT Epic LT S/n: 042 dated 11/14/2012. Perform pre and post ground inspection run-up. Propeller inspected IAW Hartzell Manual No. 149 Rev. 29 dated 10/2022. Cleaned Beta slip ring and propeller de-ice brushes slip ring. Propeller due for overhaul in 2024 per Hartzell TBO. Researched all AD's IAW Fed Bi-Weekly 2023-10. Lubricate propeller hub with AeroShell 6 grease. Dress propeller blade leading edges. Propeller spinner forward support chaffing on inside of spinner due to looseness. Installed chaff tape on spinner support and installed. Comply with AD 07-08-02, propeller blade thrust bearing. Not due until Propeller TT: 2,000.0. I certify this PROPELLER has been inspected IAW the scope & detail of the N969KT maintenance and inspection program dated 11/14/12 and found it in a condition for safe flight.

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Tel:954-816-7399 Fax:954-942-4700 afmohamed@hotmail.com
10/27/2023 N969KT EPIC LT S/N: 042 ACTT: 1.823.23 CYCLES: 1.980

AIRFRAME:

Replaced aircraft batteries with new P/n: RG-325 S/n's: L/h: 41281265 and R/h: 41281266. Batteries fully charged prior to installation. Checked BatteryMinder fuses O.K. Re-installed OH'ed fuel flow transducer P/n: AT4-8AEXS-LEAHA S/n: 120828M15608. Transducer OH'ed by FTI Flow Technology under job #: 119521.1-1 dated 08/25/23. Ops and leak tested O.K. Replaced worn right main tire with customer furnished tire P/n: 033-631-0 S/n: 3131T00402. Replaced wheel o-rings with new P/n's: 101-62700 and 101-61200. All work done IAW Cleveland Manual CM40-434. I certify, with respect to the work accomplished above, that this aircraft is approved for return to service.

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Tel:954-816-7399 Fax:954-942-4700 afmohamed@hotmail.com
08/21/2023 N969KT EPIC LT S/N: 042 ACTT: 1.817.99 CYCLES: 1.970

AIRFRAME:

Customer squawked that #1 AHRS not receiving valid airspeed but able to use #2 AHRS. Suspect #1 air/ data computer INOP. Removed old GDC74A P/n: 011-00882-10 S/n: 20614065 and replaced with factory supplied OH exchange unit GDC74A P/n: 011-00882-10 S/n: 20620124. Loaded correct software for air/ data computer and re-populated manifest. Performed all required ramp testing and found system to operate correctly. All work done by Aerospace Avionics LLC (CRS#: 80NR684D) under WO#: 1637 dated 08/21/2023. I certify, with respect to the work accomplished above, that this aircraft is approved for return to service.

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Tel:954-816-7399 Fax:954-942-4700 afmohamed@hotmail.com
07/13/2023 N969KT EPIC LT S/N: 042 ACTT: 1.814.17 CYCLES: 1.965

AIRFRAME:

After work on landing gear that was accomplished under ASSC WO#: 14387 dated 06/26/2023, customer attempted to fly on 07/10/2023. Landing gear did not want to retract except for nose. Jacked aircraft and found landing gear do not want to retract. Found "boat" switch to be faulty. Replaced with new. Checked for pressure on emergency down lines and found both main landing gear actuator emergency extension lines to have nitrogen. Gained access to landing gear emergency extension valve and found it to be leaking. Replaced Hoke valve with new P/n: 7115G4Y and pressurized emergency landing gear extension accumulator to 2110 psi of nitrogen. Let system sit overnight and found pressure to remain intact. Jacked aircraft again and performed landing gear retraction and extension tests O.K. Verified service of hydraulic reservoir. Closed up interior removed for access. I certify, with respect to the work accomplished above, that this aircraft is approved for return to service.

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Tel:954-816-7399 Fax:954-942-4700 afmohamed@hotmail.com
06/26/2023 N969KT EPIC LT S/N: 042 ACTT: 1.814.02 CYCLES: 1.964

AIRFRAME:

Replace the following parts: P/n: KC08 distribution valve kit, P/n: KDVC2 valve kit and P/n: KN11 distribution end head kit. On 06/26 we installed the new parts and serviced reservoir. Ops tested landing gear system O.K. after many gear retraction and extension tests. Replaced rudder lower static wick with new P/n: SD-3. I certify, with respect to the work accomplished above, that this aircraft is approved for return to service.

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10/24/2024 N969KT EPIC LT S/N: 042 ACTT: 1.846.35 CYCLES: 1.998

AIRFRAME:

Perform Conditional Inspection IAW FAA approved Inspection Program for N969KT Epic LT S/n: 042 dated 11/14/2012. Perform pre and post ground inspection run-up. Clean and reseal fuel bowl with new seals P/n: MS29513-233 and Statto seal P/n: 600-3142-1/2. Cleaned screen in ultra-sonic cleaner, washed and dried. Oxygen bottle next hydrostatic testing due 04/2027. Landing gear blow down nitrogen bottle next hydrostatic testing due 05/2027. Serviced to 2200 psi of nitrogen after emergency landing gear extension. Compass deviation card dated 07/20/2013. Aircraft Registration Certificate expired 10/31/2029. FAR 91.411 & 91.413 next due 05/2025. ELT battery P/n: 455-0012 next due replacement 10/2029. Ops tested IAW FAR 91.207(d) O.K. Researched all AD's IAW Fed Bi-Weekly 2024-21. Check for ARROWE documents. Clean and repack all wheel bearings. Inspect MLG wheels IAW Manual CM40-434 O.K. Inspect nose wheel IAW Manual CM40-423 O.K. Inspect brake system IAW Manual CM30-191 O.K. Lubricated all pivot joint, landing gears and control surfaces. Cleaned, treated exposed rod ends with Par-AI-Ketone as necessary on landing gear and flight controls. Charged both left and right aircraft batteries. Performed several fault free landing gear retraction and extension tests. Service brake and hydraulic reservoirs and tire pressures. Check all exterior and interior lighting. Wash aircraft and clean interior after inspection. Replace broken left wing tip and lower rudder static wicks with new P/n: SD-3. All brake wear pads worn and both brake discs worn. Replaced all wear pads P/n: 109-01500 with new and rivets with new P/n: 105-00900. Replaced both brake discs with new P/n: 159-02700. All work done IAW Parker Cleveland Manual CM30-191 Reseal all 3 landing gear actuators. Removed, disassembled, cleaned and resealed with seal kits provided by EPIC Aircraft using Drawing No. AK32301000. Re-installed and performed landing gear retractions and extensions. Bleed system and serviced reservoir. No leaks noted and landing gear operational checked good. Both MLG door upper hinges worn. Replaced with new sections of P/n: MS20001-12. Removed doors, un-bond old hinges and installed new with PRC sealant. Checked rigging of doors on landing gear retraction O.K. Adjust aft cabin door cable to take even load when entering aircraft. Serviced oxygen system to 2200 psi of aviator's breathing oxygen.

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Landing gear hydraulic overflow can nuplate came unbonded. Cleaned and installed with epoxy. After emergency landing gear extension and bleeding emergency fittings at actuators and servicing blowdown bottle, found that landing gear will not retract. Found emergency gear extension valve leaking and pressurizing emergency fittings at actuators. Removed valve and disassembled. Cleaned and re-assembled. Valve still leaking. Replace with new P/n: 7115G4Y. Replace ELT battery with new P/n: 455-0012 S/n: 396863-043. Service Letery SL-0030, rudder control rod end replacement next due ACTT: 2,687.9. Comply with EPIC Service Letter SL-0021 O.K. Comply with EPIC Service Letter SL-0018 O.K. Hoses installed correctly. Comply with EPIC Service Letter SL-0017 O.K. No cracks found. Comply with EPIC Service Letter SL-0015 Rev. 1 O.K. I certify this AIRFRAME has been inspected IAW the scope & detail of the N969KT maintenance and inspection program dated 11/14/12 and found it in a condition for safe flight.

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10/24/2024 N969KT EPIC LT S/N: 042 ACTT: 1.846.35 CYCLES: 1.998
PT6A-67A S/N: RT0070 TTSN: 1.846.35 IN 9/25/12

ENGINE:
Perform Conditional inspection IAW FAA approved Inspection Program for N969KT Epic LT S/n: 042 dated 11/14/2012/ Perform pre and post ground inspection run-up. Took oil sample using AvLab kit P/n: GA-001-OFK. Serviced engine oil with 12 qts of BP 2380 oil. Replaced both igniter with new P/n: CH34055. Replaced base gaskets with new P/n: 3010880. Cleaned and resealed oil screen. Replaced fuel filter and cleaned fuel screen and resealed. Washed all engine controls and re-lubricated. Removed starter/ generator, cleaned drive shaft spline and mating surface female spline. Visually inspected O.K. Lubricated shaft and replaced shaft o-ring with new P/n: M83248/1-113. Starter/ generator next due overhaul ACTT: 3,000. Researched all AD's IAW Fed Bi-Weekly 2024-21. Comply with P&W Canada Emergency AD CF-2024-05 IAW Alert SB No. A14574. Serialized Component Build list missing from logbooks. Contacted P&W Canada and through Case #: PWC-346692-T6C6 dated 10/22/2024 was able to verify that AD does not apply. Serialized Comp Build for this engine S/n: RT0070 was furnished by P&W Canada and placed in the engine logbooks. Lubricated all engine controls. Clean and reseal P3 filter element. P3 filter and oil screen next due replacing ACTT: 2,100.96. Visually inspected engine and engine compartment. Wash engine. Check chip detectors O.K. Perform bore scope inspection on engine. Work done by Southeast Turbines (see parts list). Removed all fuel nozzles and tubes for cleaning. Re-installed repaired nozzles P/n's: 3119856-01 S/n: 2BUK0458 inlet and 3119855-01 fuel nozzles with new seals P/n: AS3209-009 and gaskets P/n: MS9371-16. Nozzles repaired by Southeast Turbines Corp. (CRS#: E7BR231O) under WO#: TS9237 dated 05/08/2023. Comply with EPIC SL-0029, fuel purge system check valves. Comply with EPIC SL-0024. Perform bore scope inspection on engine. Work done by Southeast Turbines. **Removed propeller assy and engine assy for compressor repair and hot section inspection.** Work accomplished by Mint Turbines of Oklahoma (CRS#: 5MNR431B) under WO#: 10496. Re-installed engine with existing isolator mounts and new hardware provided in kit to comply with SL-0024. Engine removal/installation and rigging done IAW EPIC E1000 MM P/n: SK05000000 Rev. A dated 04/13/20 Chapter 71. Propeller re-installed IAW Hartzell Prop Owner's Manual 149 Rev. 30 dated 08/23 Chapter 61. All oil lines and oil cooler flushed. Engine serviced with BP-2380 turbine oil.

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Comply with SL-0024. Engine mount cracking IAW Epic Aircraft Lower Engine Mount Drawing No: AK71202000. Have welded areas on gussels Magnetic Particle Inspected. Clean and paint repaired areas with high temp paint from Eastwood. Perform compressor wash and power recovery wash. I certify this **ENGINE** has been inspected IAW the scope & detail of the N969KT maintenance and inspection program dated 11/14/12 and found it in a condition for safe flight.

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10/24/2024 N969KT EPIC LT S/N: 042 ACTT: 1.846.35 CYCLES: 1.998
HC-E4A-3D/E104775K S/N: KX1471 TTSN: 923.15 IN 06/18

PROPELLER:
Perform Conditional inspection IAW FAA approved Inspection Program for N969KT Epic LT S/n: 042 dated 11/14/2012. Perform pre and post ground inspection run-up. Propeller inspected IAW Hartzell Manual No. 149 Rev. 32 dated 09/2024. Cleaned Beta slip ring and propeller de-ice brushes slip ring. Researched all AD's IAW Fed Bi-Weekly 2024-21. Lubricate propeller hub with AeroShell 6 grease. Dress propeller blade leading edges. Removed propeller assy for engine compressor repair and hot section inspection. Flushing of Hartzell propeller Model: HC-E4A-3D S/n: KX1471. Work done by Palm Beach Aircraft Propellers Inc. (CRS#: LU4R349M) under WO#: 23049 dated 08/07/24. Re-installed with new o-ring P/n: C3317-239-2. Torqued and safetied IAW Hartzell Manual No. 149 Rev. 32 dated 09/24. Propeller dynamically balanced by Islander Aviation of KPMP under WO#: 91 PMP 2410042 dated 10/22/24. Comply with AD 07-08-02, propeller blade thrust bearing. Not due until Propeller TT: 2,000.0. I certify this **PROPELLER** has been inspected IAW the scope & detail of the N969KT maintenance and inspection program dated 11/14/12 and found it in a condition for safe flight.

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