

AIRCRAFT TECHNICAL RECORD

Section 1. AIRFRAME LOG

AIRCRAFT

- | | |
|---|----------|
| 1. Nationality and Registration: | N251PA |
| 2. Manufacturer's designation: | DA 40 NG |
| 3. Manufacturer's Serial Number: | 40.NC103 |
| 4. Type Approval or Specification Number: | A47CE |
| 5. Date of Manufacture: | 2020 |
| 6. Aircraft Inspections cycle: | |



Section 1: Airframe Log



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

Registration: N251PA
AC Serial Number: 40.NC103
Engine Serial Number: E4-A-05015
Prop Serial Number: 191217
Airframe Total Time: 4.2 HRS

- Total Time Airframe Brought forward from Flight Test Journey Log (DAI - Form Q-157) : 4.2 HRS

- Compass Swing Performed:

- Date: SEPTEMBER 21 2020
- Next Due: SEPTEMBER 2021

FOR	N	30	60	E	120	150
STEER	360	030	060	091	121	152
FOR	S	210	240	W	300	330
STEER	181	210	240	270	300	330

- 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: AUGUST 19 2020
 - Next Due: AUGUST 2022
- Stand By Altimeter:
 - Factory Test Date: FEBRUARY 10 2020
 - Next Due: FEBRUARY 2022
- 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: AUGUST 19 2020
 - Next Due: AUGUST 2022
 - Programmed Registration: N251PA
 - 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: 13/20
 - Installation Inspected: SEPTEMBER 08 2020
 - Battery due: JULY 2027
 - Next ELT inspection due: SEPTEMBER 2021
 - ELT Programmed:
 - REG: N251PA
 - HEX: N/A
 - Country: 366 (USA)
 - Beacon ID: ADC6499905DB781
- Emergency Battery Pack : Replacement Due Date : JUNE 2022
- Garmin G1000 NXi Installation:
 - Software System: 2948.11
 - Checklist File: N/A
 - Basemap Land 5.16
 - SafeTaxi Data: 5-NOV-2020
 - Terrain Data: 3.00
 - Obstacle Data: Expires 5-NOV-2020
 - Navigation Data: Expires 5-NOV-2020
 - Apt Directory: Expires 5-NOV-2020
 - FliteCharts Data: Expires 5-NOV-2020
 - IFR/VFR charts: Date: 16-JUL-2020


Inspector

(continued next page)

OCT 08 2020
Date



9400 E. 34th St. N.
Wichita, KS 67226
16320 Stagg Street
Van Nuys, CA 91406

Altimeter Scale Correction Card

Altimeter P/N: 6420302-2

Serial Number: A20-10953

B

REFERENCE ALTITUDE IN FT	ALTIMETER READS	REFERENCE ALTITUDE IN FT	ALTIMETER READS
-1,000	-1,003	17,000	17,011
0	-4	18,000	18,011
500	495	20,000	20,014
1,000	995	22,000	22,016
1,500	1,498	25,000	25,018
2,000	1,996	30,000	30,021
3,000	2,995	35,000	35,023
4,000	3,998	40,000	40,026
5,000	4,999	45,000	45,022
6,000	6,000	50,000	50,026
8,000	8,001		
10,000	9,999		
11,000	11,004		
12,000	12,002		
14,000	14,008		
16,000	16,010		

Tested By: ll
9018546 Rev. 8/7/2015

Date: 2/10/2020
MD302 card.xls

® Publications MMX
0406-40-3
ada
sport.com

Sys



DIAMOND AIRCRAFT
D.O.T. APPROVE

Registration:

N251PA
40.NC103
E4-A-05015
191217
4.2 HRS

Following

Com
Ess
Pito
Bor
Em
ECI

System
Inspection
Schedule

with revision):

AUG 2022

The follo

- THIS A
- DOCU
- I HERL
- AND IS IN A FIT AND SAFE STATE FOR
- Bi-weekly AWD check carried out to current revision 2020-20 all applicable AD's complied with, see attached.
- The work described above was carried out IAW the applicable Standard of Airworthiness.

DA
Q 8

Inspector

OCT 08 2020

Date

(Intentionally left blank below this point)

U.S. Standard Airworthiness Certificate, issued:

(Date) **OCT 15 2020**, has been installed in the
Aircraft on behalf of FAA Farmingdale/Saddle Brook MIDO
Section AIR-8A5 on:

(Date) **OCT 15 2020**

(Print) **R. Salton**

(Signature)

R. Salton



Section 1: Airframe Log

2a

DATE / /	AIR TIME				LANDINGS / CYCLES		DETAILS OF TASK (INSPECTION, REPAIRS & REPLACEMENT)
	DAILY TOTAL		TOTAL		DAILY TOTAL	TOTAL	
	HRS	MIN	HOURS	MIN			
CARRIED FORWARD							



DIAMOND AIRCRAFT IND.
D.O.T. APPROVED
MAINTENANCE
ORGANIZATION 161-93

Registration: N251PR
AC Serial Number: 40 NC103
Airframe Total Time: 4.2 Hrs

Diamond Aircraft Work Order
SC 072774

The Following Maintenance Was Performed:

- Stripe package applied to rudder surface.
- Rudder weight and residual moment verified within limits IAW Diamond DA40NG AMM Ch. 51.

I have carried out an independent inspection of the Flight controls affected by the work accomplished



Date: OCT 15 2020

The Maintenance Described has been performed IAW the Applicable Standard of Airworthiness



Date: OCT 15 2020

PAGE
TOTALS

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AIRTECH LLC. CRS # 5A8R960B

WO # *L2K145-2405* REGISTRATION # *N251PA*

POSITION *Primary*

ALTITUDE	ERROR	ALTITUDE	ERROR
-1000	0	12000	-40
0	0	14000	-50
500	0	~~16400~~ 16000	-60
1000	0	18000	~~~~~
1500	0	20000	~~~~~
2000	0	25000	~~~~~
3000	0	30000	~~~~~
4000	0	35000	~~~~~
6000	-10	40000	~~~~~
8000	-20	45000	~~~~~
10000	-20	50000	~~~~~
At-15	ALTIMETER CORRECTION CARD		REV 2

AIRTECH LLC. CRS # 5A8R960B

WO # *L2K145-2405* REGISTRATION # *N251PA*

POSITION *STANDBY*

ALTITUDE	ERROR	ALTITUDE	ERROR
-1000	-20	12000	+10
0	+20	14000	+10
500	+20	~~16400~~ 16000	0
1000	+20	18000	~~~~~
1500	+20	20000	~~~~~
2000	+20	25000	~~~~~
3000	+20	30000	~~~~~
4000	+20	35000	~~~~~
6000	+20	40000	~~~~~
8000	+20	45000	~~~~~
10000	+20	50000	~~~~~
At-15	ALTIMETER CORRECTION CARD		REV 2

N251PA

Diamond DA40NG

S/N: 40.NC103

DAYTONA
AIRCRAFT SERVICES

3b

4/28/2022

Hobbs: 132.0

Performed the following maintenance:

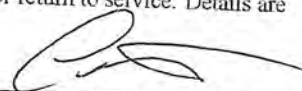
1. Removed and installed a new Air Conditioning Control Panel (P/N: DAI-9021-00-03 1; S/N: RC2201354). Operational checks found to be satisfactory.

All work was performed with current regulations of the FAA and is approved for return to service. Details are on file at this Repair Station under WO #16546.

Daytona Aircraft Services, Inc.

561 Pearl Harbor Drive

Daytona Beach, Florida 32114

Authorized Signature: 

FAA CRS DYTR262K

END

NCE:
or
ACAMAKE: Diamond
MODEL: DA 40 NG
S/N: 40.NC103
REG. NO: 251PA
WORK ORDER:
10502-12-2023Premier Aircraft Service, Inc.
5540 NW 23rd Avenue Hanger 14
Fort Lauderdale, FL 33309
Phone: (954) 334-2393DATE: 12/27/2023
A/C TSN: 172.4
TACH: 172.4

Airframe Entries

- (2) PRESSURIZED COOLANT TANK, NO LEAKS NOTED AT THIS TIME. SERVICED WITH COOLANT IAW DA40NG MM CH 75.

DATE: 12/27/2023

SIGNED: DENNIS ALLARD
CRS 9PRR402B

Work Order: 10502-12-2023

Printed by EBis 3 (datcomedia.com)

MAKE: Diamond
MODEL: DA 40 NG
S/N: 40.NC103
REG. NO: 251PA
WORK ORDER:
10521-01-2024Premier Aircraft Service, Inc.
5540 NW 23rd Avenue Hanger 14
Fort Lauderdale, FL 33309
Phone: (954) 334-2393DATE: 5/6/2024
A/C TSN: 250.7
TACH: 250.7

Airframe Entries

- (3) BLEED BRAKE SYSTEM IAW DA40 NG MM CH 32-40-00. OPS CHECKED GOOD.

DATE: 5/6/2024

SIGNED: JUAN VALENCIA
CRS 9PRR402B

Work Order: 10521-01-2024

Printed by EBis 3 (datcomedia.com)

Section 1: Airframe Log

DATE / /	AIR TIME				LANDINGS / CYCLES		DETAILS OF TASK (INSPECTION, REPAIRS & REPLACEMENT)
	DAILY TOTAL		TOTAL		DAILY TOTAL	TOTAL	
	HRS	MIN	HOURS	MIN			
CARRIED FORWARD							

wo: LUK145-24110

Airframe - page 1 of 1



Airtech of Ohio, LLC - 500 Wilmer Avenue - CINCINNATI, Ohio 45226 - CRS#: 5A8R960B

N251PA **DIAMOND AIRCRAFT IND INC, DA 40 NG, S/N: 40.NC103** **November 20, 2024**
TACH: 301.5

Complied With 24 Month Re-Certification 91.411 and 91.413 inspection to 16400 feet IAW FAR 43 Appendix E and F No Discrepancies Noted at this time.

With respect to the work performed, this airframe is approved for return to service. Details of work performed are on file with Airtech of Ohio, LLC. under work order: LUK145-24110.

Hane Webb CRS# 5A8R960B

Hane Webb

wo: WO_612

Airframe Annual - page 1 of 2



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

N251PA **DIAMOND AIRCRAFT IND INC, DA 40 NG, S/N: 40.NC103** **December 05, 2024**
HOBBS: 301.2 TACH: 213.8

1. C/W Annual Inspection I/A/W DIAMOND AMM 05-20-00.
2. C/W ELT Inspection IAW FAR 91.207(D) NDN. Battery due: JULY 2027.
3. Checked AD compliance through Bi-weekly: 2024-24.
4. R&R ECU Backup Batteries with new. Installed (2) P/N NP7-12 DIAMOND - 12V BATTERY, Batt 2, Diamond.
5. C/W Autopilot mechanical check IAW Diamond DA40NG AMM ch. 22-10-00 part 12 & 13.
6. C/W MSB40NG-002/18 & MSB-E4-003 REV.30 Verified correct software for E4-A is installed.
7. C/W MSB40NG-003/16 Garmin G1000 by verifying installed software.
8. C/W AD 16-23-03 NDN. Due next in 100 hours.
9. Preformed RACC system check, Post run, NDN.
10. AD 24-19-10 & MSB-E4-043 N/A by engine serial number not listed in MSB-E4-043.
11. AD 24-05-01 and MSB-E4-042/R1 N/A by engine serial number not listed in MSB-E4-042.
12. C/W MSB -E4-029 by installing wastegate restrictor IAW WI-MSB-E4-029 Installed P/N AEP-00361 - Restrictor, Installed (2) P/N E4A-41-300-803 - Clamp.
13. R&R Emergency Battery package with new. Installed P/N DA4-2560-91-00 - EMERGENCY BATTERY.
14. R&R Air filter with new. Installed P/N RU-1620 - AIR FILTER, Installed P/N RU-1620 - AIR FILTER.
15. Installed new Concord RG 24-15 Battery. Installed P/N RG24-15 - MAIN BATTERY, CONCORD, 24V S/N: 41408554.
16. R&R FWD canopy door latch gas strut with new. Installed P/N D41-5211-60-91 - Compression gas spring.
17. R&R coolant hose with new Installed P/N D64-7522-00-01 - Cooler hose.
18. Installed split rings on 2 camlocs on top cowling.

wo: WO_612

Airframe Annual - page 2 of 2



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

19. R&R coolant hose with new Installed P/N D44-2146-00-02 - Diamond coolant hose.
20. Applied high temp rtv onto upper deck wiring bundle to stop chaffing.
21. Cut stall warning hose to remove kinked section in hose. Rerouted to location and ops tested good.
22. Co-Pilot / Pilot Lf/Rh master cylinders bled W Areoshell 41- 5056 fluid. Ops tested good.

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_612.

Jeff Pleiman A/P I/A 3304319

Jeff Pleiman

Section 1: Airframe Log

DATE / /	AIR TIME				LANDINGS / CYCLES	
	DAILY TOTAL		TOTAL		DAILY TOTAL	TOTAL
	HRS	MIN	HOURS	MIN		
CARRIED FORWARD						

DETAILS OF TASK (INSPECTION, REPAIRS & REPLACEMENT)

MAKE: Diamond
MODEL: DA40NG
S/N: 40.NC103
REG. NO: 251PA



Premier Aircraft Service, Inc.
CRS: # 9PRR402B
5540 NW 23rd Avenue Hangar 14
Fort Lauderdale, FL 33309

W/O #: 11298-12-2025
DATE: 02-06-2026
Airframe TT: 230.9
Tach: 230.9

Airframe Entries

- 2 C/W ANNUAL INSPECTION ON THIS AIRFRAME IAW 14 CFR PART 43, APPENDIX "D" USING DA40NG MM CH 5 INSPECTION CHECK LIST AS A GUIDE. C/W FAR 91.207 D ELT INSPECTION AND FUNCTIONAL CHECK. ELT BATTERY EXPIRATION DATE: 07/2027. ADS CHECKED THROUGH CURRENT ON ATP.
- 12 C/W ICA SAM MD302 STDBY INSTRUMENT INSPECTION COMPLETED IAW DOC NO. 9017782 OPS CHECKED GOOD.
- 13 C/W 1 YR AMSAFE FUNCTIONAL TEST IAW AMSAFE AVIATION DOCUMENT #: E510629. OPS CHECKED GOOD.
- 14 C/W 1 YR GFC700 AUTOPILOT MECHANICAL CHECK IAW DA40NG MM CH: 22-10. OPS CHECK GOOD.
- 15 C/W 1 YR ECU BACKUP BATTERIES REPLACED WITH NEW P/N: NP7-12 IAW DA40NG MM CH: 24-31 OPS CHECKED GOOD.
- 21 C/W 4 YRS. BONDING SYSTEM AND STATIC SYSTEM RESISTANCE MEASUREMENT CHECKS IAW DA40NG MM CH 51-80-00.NO DEFECTS NOTED.
- 27 REPLACED LH AND RH BRAKE PADS WITH NEW P/N:066-14100. IAW CLEVELAND MANUAL AWBTS0001-15/USA AND DA40NG MM CH: 32-40-00. OPS CHECKED GOOD.
- 29 ADJUSTED AUTOPILOT ROLL SERVO CABLE TENSION TO BE WITHIN LIMITS IAW DA40NG MM CH: 22-10 OPS CHECKED GOOD.
- 30 ADJUSTED RUDDER CABLE TENSION TO BE WITHIN LIMITS IAW DA40NG MM CH: 06-00 AND CH: 27-20-00.OPS CHECKED GOOD.
- 32 REPLACED FUEL GASCOLATOR DRAIN VALVE WITH NEW P/N:X11-0020-00-00.00 IAW DA40NG MM CH:28-20-00. LEAK CHECKED GOOD.

WE CERTIFY THIS AIRFRAME, ENGINE, OR PROPELLER HAS BEEN INSPECTED IAW AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

DATE: 02-06-2026

SIGNED:

Juan Valencia
CRS: # 9PRR402B

WORK ORDER: 11298-12-2025
Printed by EBIS (EBISCloud.com)

MAKE: Diamond
MODEL: DA40NG
S/N: 40.NC103
REG. NO: 251PA



Premier Aircraft Service, Inc.
CRS: # 9PRR402B
5540 NW 23rd Avenue Hangar 14
Fort Lauderdale, FL 33309

W/O #: 11298-12-2025
DATE: 02-06-2026
Airframe TT: 230.9
Tach: 230.9

Airframe Entries

- 16 C/W ELT TEST AND INSPECTION IAW FAR 91.207-D, PAR 1-2-3-4 ON ELT P/N: 453-6603 S/N: 242-08285 AND FOUND SATISFACTORY. ELT BATTERY DUE DATE: 07/2027. HEX ID: ADC6499905DB781.

DATE: 02-06-2026

SIGNED:

Juan Valencia
CRS: # 9PRR402B

WORK ORDER: 11298-12-2025
Printed by EBIS (EBISCloud.com)

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TOTALS

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Section 1: Airframe Log

DATE / /		AIR TIME				LANDINGS / CYCLES	
	CARRIED FORWARD ▶	DAILY TOTAL	TOTAL		DAILY TOTAL	TOTAL	
		HRS	MIN	HOURS	MIN		
							DETAILS OF TASK (INSPECTION, REPAIRS & REPLACEMENT)
PAGE TOTALS ▶							CARRY TOTALS FORWARD to Next Logbook

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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.

