

MEGAHERTZ AVIONICS, INC.
 1949 AIRPORT DRIVE
 BAKERSFIELD, CA 93308

Invoice

Date	Invoice #
5/6/2024	25879

CRS DI3R450L

Phone: 661-393-1818

Fax: 661-393-4060

Bill To
BEN DIAZ DIAZ AIRCRAFT SERVICE 1212 AIRPORT DR DELANO, CA 93215 (EMAIL ALL INVOICES)

Copy For Records

P.O. NUMBER	Work Order	Terms	Date Opened	Date Closed
	25879	Due On Receipt	03/08/2024	05/06/2024

Item	Description	Qty	Rate	Amount
	A/C EXTRA 400 N# N65LL SQUAWK: PITOT STATIC DUE. TRAVELED TO DELANO AIRPORT FOR PITOT/ STATIC CERTIFICATION. REMOVED CO-PILOT STATIC LINE IN REAR ACCESS PANEL AND CONNECTED TEST BOX HOSE TO IT. CONNECTED PITOT SYSTEM TO CO-PILOT BOOM. PERFORMED PITOT- STATIC LEAK TEST OF CO-PILOT SIDE, LEAK RATE OF 40 FT/MIN. PROCEEDED WITH THE PITOT STATIC SYSTEM TEST, ALL TEST PROCEDURES PASSED. MOVED STATIC TEST HOSE TO PILOT SIDE STATIC HOSE, MOVED PILOT TEST HOSE TO PILOT PITOT BOOM. PERFORMED LEAK TEST OF PITOT STATIC SYSTEM. FOUND ENCODING ALTIMETER OUT OF TOLERANCE FOR THE SCALE ERROR TEST. REMOVED PILOT INSTRUMENT PANEL			

We now accept Visa and Mastercard for your convenience.	Subtotal
	Sales Tax (8.25%)
	Total
	Payments/Credits
	Balance Due

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and found airworthy for return to service. Payment of invoice shall be net cash. Overdue invoices will be service charged at the rate of 18% per annum or 1.5% per month. All equipment neglected over 30 days is deemed abandoned and is considered the property of Megahertz Avionics Inc.

Signed 

LOG BOOK: # N65LL

WO# 25879

DATE: 5/6/24

TACH TIME: 1229.41

HOBS TIME: 1250.8

THE STATIC PRESSURE SYSTEM AND ALTIMETER S/N: PILOT 80572, CO-PILOT 415305 WERE INSPECTED AND TESTED THIS DATE 5/6/24 TO AN ALTITUDE OF 25,000 FT. AND FOUND TO COMPLY WITH FAR 91.411. THE ATC TRANSPONDER S/N PILOT 330ES:84111040, CO-PILOT 320:83650108 WAS TESTED AND INSPECTED ON THIS DATE 5/6/24 AND FOUND TO COMPLY WITH FAR 91.413. THE AUTOMATIC ALTITUDE REPORTING EQUIPMENT S/N PILOT 71790, CO-PILOT UNKNOWN WAS TESTED THIS DATE 5/6/24 IN COMPLIANCE WITH FAR 91.411.

~~RICHARD KURTZ~~

WO# 25879
MEGAHERTZ AVIONICS INC.

FAA CRS D13R450L

1949 AIRPORT DR.

RADIO CLASS 1,2,3

BAKERSFIELD, CA. 93308

LIMITED INSTRUMENT

(661) 393-1818

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	A/C EXTRA 400 N# N65LL SQUAWK: PITOT STATIC DUE. TRAVELED TO DELANO AIRPORT FOR PITOT/ STATIC CERTIFICATION. REMOVED CO-PILOT STATIC LINE IN REAR ACCESS PANEL AND CONNECTED TEST BOX HOSE TO IT. CONNECTED PITOT SYSTEM TO CO-PILOT BOOM. PERFORMED PITOT- STATIC LEAK TEST OF CO-PILOT SIDE, LEAK RATE OF 40 FT/MIN. PROCEEDED WITH THE PITOT STATIC SYSTEM TEST, ALL TEST PROCEDURES PASSED. MOVED STATIC TEST HOSE TO PILOT SIDE STATIC HOSE, MOVED PILOT TEST HOSE TO PILOT PITOT BOOM. PERFORMED LEAK TEST OF PITOT STATIC SYSTEM. FOUND ENCODING ALTIMETER OUT OF TOLERANCE FOR THE SCALE ERROR TEST. REMOVED PILOT INSTRUMENT PANEL			

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	<p>AND FOUND AN ENCODER SSD-120 INSTALLED. REMOVED CONNECTOR FROM PREVIOUSLY INSTALLED ENCODER AND ALTITUDE DID NOT TRANSMIT. REINSTALLED CONNECTOR.</p> <p>CONNECTED PITOT STATIC TO CO-PILOT SIDE AND WATCHED ALTITUDE ON THE 430 AND TRANSPONDER #2. BOTH WERE READING ALTITUDE CHANGES WITH THE PITOT STATIC BOX CONNECTED. FOUND TWO SEPERATE ENCODERS FOR THE #1 AND #2 TRANSPONDERS. REINSTALLED TO THE PILOT SIDE OF THE PILOT STATIC SYSTEM. PERFORMED AIRSPEED TEST AND PERFORMED TRANSPONDER TEST OF TRANSPONDER #1 AND #2.</p> <p>INSTALLED NULITE AND CRIMPED ON POWER WIRE FROM NULITE INSTRUMENT LIGHT WITH THE POST LIGHT POWER WIRE ON PILOT INSTRUMENT PANEL. INSTALLED RING TERMINAL ON THE GROUND WIRE AND INSTALLED RING</p>			

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	<p>TO GAIN ACCESS TO ENCODING ALTIMETER. REMOVED ENCODING ALTIMETER. REMOVED PITOT STATIC TEST BOX AND HOSES FROM AIRCRAFT. SENT UNIT TO PACIFIC SOUTHWEST INSTRUMENT FOR REPAIR, NO LONGER ABLE TO REPAIR DUE TO PARTS NOT BEING AVAILABLE. RECOMMENDED TO CALL AIR DALLAS INSTRUMENTS AND GET A QUOTE FOR REPAIRS. DISCUSSED WITH THE CUSTOMER AND DECIDED TO INSTALL A REGULAR 3 POINT ALTIMETER.</p> <p>INSTALLED PITOT STATIC BOX TO PILOT STATIC SYSTEM. FOUND THE OLD ENCODING ALTIMETER CONNECTOR AND INSTALLED A PIGTAIL CONNECTOR INTO IT WITHOUT AN ALTITUDE ENCODER. INSTALLED GROUND POWER, TURNED ON AVIONICS AND FOUND THAT THE 530 AND TRANSPONDER #1 WAS SHOWING ALTITUDE WITHOUT AN ENCODER INSTALLED. REMOVED SCREWS FROM PANEL AND PULLED FORWARD, LOOKED INSIDE BEHIND PANEL</p>			

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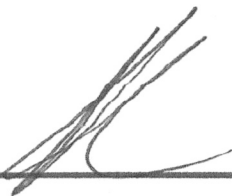
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	TERMINAL ON TO THE BACK OF THE POST LIGHT TO GROUND IT. INSTALLED NEW ALTIMETER INTO PILOT INSTRUMENT PANEL WITH NULITE INSTRUMENT LIGHT, PERFORMED ALTITUDE TEST, ALTITUDE REPORTING TEST, AND HYSTERESIS. ALL CHECKED GOOD. REINSTALLED PILOTS PANEL WITH NEW ALTIMETER AND INSTALLED KNOB ONTO ALTIMETER. REMOVED PITOT STATIC BOX AND REINSTALLED PITOT STATIC LINES ONTO STATIC PORT'S. REMOVED PITOT STATIC LINES OFF OF PITOT BOOM. PERFORMED 91.411 & 91.413 CHECKS IAW SHOP CHECKLIST ALL TESTS SATISFACTORY AT THIS TIME.			
LABOR	LABOR	19	120.00	2,280.00
S/N 3G572	ALTIMETER	1	900.00	900.00T
OTHER CHARGES	PSI / UNECONOMICAL TO REPAIR	1	281.25	281.25T
MS3471W16-26P	CONNECTOR	1	62.20	62.20T

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M85049/52-1-16W	STRAIN RELIEF	1	26.08	26.08T
FREIGHT		1	55.00	55.00
MISC MATERIAL	MISC MATERIAL	1	40.00	40.00T

We now accept Visa and Mastercard for your convenience.		Subtotal	\$3,644.53
		Sales Tax (8.25%)	\$108.04
		Total	\$3,752.57
		Payments/Credits	\$0.00
		Balance Due	\$3,752.57

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