

Records Selected: 2

FEDERAL AVIATION ADMINISTRATION

Enforcement Data

Run Date: 12-Sep-2019

N24DR  
FOR THE PERIOD OF: All  
SORTED BY: Date

PREPARED FOR: Shaun Hegarty

CONTROL NUMBER: 2019-010737F6

| VIOL DATE<br>REPORT NUM    | DESIG | VIOLATOR NAME<br>EMPLOYER OR RESPONSIBLE AC | OPERATION TYPE<br>CERTIFICATE TYPE      | FINAL ACTION | FINAL AMT | FINAL SANCTION | FINAL<br>REGULATION | N<br>NUMBER | FINAL DATE<br>STATUS |
|----------------------------|-------|---|---|--------------|-----------|----------------|---------------------|-------------|----------------------|
| 03/19/2014<br>2014SW070011 | FEIB  | FERRETERIA E IMPLEMENTOS SAN F              | COMM OPER & PAR<br>COMM OPER & PART 125 | ADMIN ACTION |           | LTR CORRECTION | 039.7<br>125.411A2  | 24DR        | 05/16/2014<br>CLOSED |
| 04/23/2015<br>2015SW070020 | FEIB  | FERRETERIA E IMPLEMENTOS SAN F              | COMM OPER & PAR<br>COMM OPER & PART 125 | ADMIN ACTION |           | LTR CORRECTION | 091.417A2V          | 24DR        | 08/14/2015<br>CLOSED |

RECORDS SELECTED: 2

## SPAS NPTRS Record List

Query Criteria: Query Date: Status Date, Date: 01/01/2014,09/12/2019, Inspection Status: Closed, A/C Reg#: 24DR

| Rec No   | Record ID     | Dsgn Code | Make/Model Series | Accident# | Incident# | EIR# | Inspector Code | Result | Status | #14     |          | A/C Reg#   | Loc. Depart |
|--|---------------|-----------|-------------------|-----------|-----------|------|----------------|--------|--------|---------|----------|------------|-------------|
|  |               |           |                   |           |           |      |                |        |        | Act No. | CFR Part |            |             |
| 1  | CE07201918567 | FEIB      | CV-440-440        |           |           |      | CE07PRL        | C      | C      | 1543    | 135      | 07/22/2019 | N24DR LRD   |
| <b>Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)</b>  |               |           |                   |           |           |      |                |        |        |         |          |            |             |
| Satisfactory recurrent aircraft check. Assigned new Anniversary Date because of delayed checkride due to mechanical earlier this year. Do not recommend that company be given check airman authority - there are only two pilots (1 Captain and 1 Co-Pilot). Every checkride observed by FAA Inspector entailed some type of oversight and correction during observation. [REDACTED] |               |           |                   |           |           |      |                |        |        |         |          |            |             |
| 2  | CE07201918570 | FEIB      | CV-440-440        |           |           |      | CE07PRL        | C      | C      | 1543    | 125      | 07/22/2019 | N24DR LRD   |
| <b>Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)</b>  |               |           |                   |           |           |      |                |        |        |         |          |            |             |
| Satisfactory recurrent aircraft check. Assigned new Anniversary Date because of delayed checkride due to mechanical earlier this year. Do not recommend that company be given check airman authority - there are only two pilots (1 Captain and 1 Co-Pilot). Every checkride observed by FAA Inspector entailed some type of oversight and correction during observation. [REDACTED] |               |           |                   |           |           |      |                |        |        |         |          |            |             |
| 3  | SW07201900272 | FEIB      | CV-440-440        |           |           |      | SW07RVD        | S      | C      | 3628    | 125      | 04/24/2019 | N24DR LRD   |
| 4  | SW07201900296 | FEIB      |                   |           |           |      | SW07RVD        | S      | C      | 3637    | 125      | 04/24/2019 | N24DR       |
| 5  | SW07201900303 | FEIB      | CV-440-440        |           |           |      | SW07BSJ        | S      | C      | 5627    | 125      | 04/24/2019 | N24DR LRD   |
| 6  | SW07201900322 | FEIB      |                   |           |           |      | SW07RVD        | I      | C      | 3623    | 125      | 04/24/2019 | N24DR LRD   |
| <b>Comments: G803I (G-General Aviation Airworthiness 803-Maintenance I-Information)</b>  |               |           |                   |           |           |      |                |        |        |         |          |            |             |
| 4/24/2019 - Operator did not conduct cargo load operations during the course of my visit. I inspected the main cargo compartment and ancillary componentry. No findings. --end--   |               |           |                   |           |           |      |                |        |        |         |          |            |             |
| 7  | SW07201900341 | FEIB      |                   |           |           |      | SW07RVD        | S      | C      | 3639    | 125      | 04/24/2019 | N24DR       |
| 8  | SW07201900403 | FEIB      |                   |           |           |      | SW07RVD        | S      | C      | 3634    | 125      | 04/24/2019 | N24DR LRD   |
| 9  | SW07201900467 | FEIB      |                   |           |           |      | SW07RVD        | I      | C      | 3623    | 125      | 04/24/2019 | N24DR LRD   |
| <b>Comments: G803I (G-General Aviation Airworthiness 803-Maintenance I-Information)</b>  |               |           |                   |           |           |      |                |        |        |         |          |            |             |
| 4/24/2019 - Operator did not conduct cargo load operations during the course of my visit. I inspected loading equipment, verified scale calibration, and reviewed associated paperwork. No findings. --end--   |               |           |                   |           |           |      |                |        |        |         |          |            |             |
| 10   | SW07201900486 | FEIB      |                   |           |           |      | SW07RVD        | S      | C      | 3649    | 125      | 04/24/2019 | N24DR       |
| 11   | CE07201823562 | FEIB      | CV-440-440        |           |           |      | CE07PRL        | C      | C      | 1543    | 125      | 10/10/2018 | N24DR LRD   |
| <b>Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)</b>  |               |           |                   |           |           |      |                |        |        |         |          |            |             |
| Satisfactory 6 month recurrent instrument check.   |               |           |                   |           |           |      |                |        |        |         |          |            |             |
| 12   | CE07201823563 | FEIB      | CV-440-440        |           |           |      | CE07PRL        | S      | C      | 1622    | 125      | 10/10/2018 | N24DR LRD   |
| 13   | CE07201823564 | FEIB      | CV-440-440        |           |           |      | CE07PRL        | S      | C      | 1624    | 125      | 10/10/2018 | N24DR LRD   |
| 14   | SW17201703961 |           | G-164-A           |           |           |      | SW17FXH        | C      | C      | 5750    | 91       | 08/08/2018 | N24DR       |
| <b>Comments: B299I (B-General Aviation Operations 299-Manuals I-Information)</b>   |               |           |                   |           |           |      |                |        |        |         |          |            |             |
| This PTRS was opened in error. The aircraft listed in the registration field (N24DR) is on a 125 certificate in Laredo. Thje A/C model (G164A) is on a 137 certificate in Alamo, Tx. The inspector(SW17FXH) is actually an ASA in the SW17 FSDO. This PTRS closed by BW Kempf, FLM on 8/8/2018.  |               |           |                   |           |           |      |                |        |        |         |          |            |             |

|    |               |      |            |         |   |   |      |     |            |       |     |
|----|---------------|------|------------|---------|---|---|------|-----|------------|-------|-----|
| 15 | SW07201800065 | FEIB |            | SW07JRR | S | C | 3623 | 125 | 05/16/2018 | N24DR | LRD |
| 16 | SW07201800086 | FEIB |            | SW07JRR | S | C | 3639 | 125 | 05/16/2018 | N24DR |     |
| 17 | SW07201800121 | FEIB | CV-440-440 | SW07BSJ | S | C | 5649 | 125 | 05/16/2018 | N24DR | LRD |
| 18 | SW07201800122 | FEIB | CV-440     | SW07JRR | S | C | 3634 | 125 | 05/16/2018 | N24DR | LRD |
| 19 | SW07201800134 | FEIB | CV-440-440 | SW07BSJ | S | C | 5637 | 125 | 05/16/2018 | N24DR |     |
| 20 | SW07201800187 | FEIB | CV-440     | SW07JRR | S | C | 3637 | 125 | 05/16/2018 | N24DR |     |
| 21 | SW07201800110 | FEIB | CV-440-440 | SW07BAW | I | C | 1622 | 125 | 04/19/2018 | N24DR | LRD |

**Comments: B599I (B-General Aviation Operations 599-Facilities/Equipment/Surface I-Information)**

Conducted a ramp check on N24DR. All required manuals on board and emergency equipment. Could not locate the Emergency Procedures Checklist or the Single Engine Climb performance Chart. Owner advised that maintenance had relocated the EP Checklist and he promised to produce a Single Engine Climb chart for easy access on the Flight deck.

|    |               |      |            |         |   |   |      |     |            |       |     |
|----|---------------|------|------------|---------|---|---|------|-----|------------|-------|-----|
| 22 | CE07201812899 | FEIB | CV-440-440 | CE07PRL | C | C | 1543 | 125 | 04/09/2018 | N24DR | LRD |
|----|---------------|------|------------|---------|---|---|------|-----|------------|-------|-----|

**Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)**

Satisfactory 14CFR125 recurrent aircraft check.

|    |               |      |            |         |   |   |      |     |            |       |     |
|----|---------------|------|------------|---------|---|---|------|-----|------------|-------|-----|
| 23 | CE07201812903 | FEIB | CV-440-440 | CE07PRL | C | C | 1543 | 125 | 04/09/2018 | N24DR | LRD |
|----|---------------|------|------------|---------|---|---|------|-----|------------|-------|-----|

**Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)**

Satisfactory recurrent 14CFR125 aircraft check..

|    |               |      |        |         |   |   |      |     |            |       |     |
|----|---------------|------|--------|---------|---|---|------|-----|------------|-------|-----|
| 24 | SW07201800064 | FEIB | CV-440 | SW07RVD | I | C | 3628 | 125 | 11/21/2017 | N24DR | LRD |
|----|---------------|------|--------|---------|---|---|------|-----|------------|-------|-----|

**Comments: G611I (G-General Aviation Airworthiness 611-Conformance I-Information)**

11/21/2017 - Witnessed the accomplishment of AD's 70-12-01 and 70-12-05, in progress. No findings. --end--

|    |               |      |  |         |   |   |      |     |            |       |     |
|----|---------------|------|--|---------|---|---|------|-----|------------|-------|-----|
| 25 | SW07201800112 | FEIB |  | SW07RVD | I | C | 3623 | 125 | 11/21/2017 | N24DR | LRD |
|----|---------------|------|--|---------|---|---|------|-----|------------|-------|-----|

**Comments: G613I (G-General Aviation Airworthiness 613-Conformance I-Information)**

11/21/2017 - Operator did not conduct cargo load operations during the course of my visit. I inspected the aircraft cargo compartments, loading equipment, scale calibration and ancillary componentry. No findings. --end--

|    |               |      |        |         |   |   |      |     |            |       |     |
|----|---------------|------|--------|---------|---|---|------|-----|------------|-------|-----|
| 26 | SW07201800151 | FEIB | CV-440 | SW07RVD | S | C | 3627 | 125 | 11/21/2017 | N24DR | LRD |
| 27 | SW07201800179 | FEIB | CV-440 | SW07RVD | I | C | 3649 | 125 | 11/21/2017 | N24DR |     |

**Comments: G611I (G-General Aviation Airworthiness 611-Conformance I-Information)**

11/21/2017 - Reviewed Airworthiness Directive (AD) tracking system to ensure compliance with AD requirements. All reviewed records were current and within AD requirements. --end--

|    |               |      |        |         |   |   |      |     |            |       |     |
|----|---------------|------|--------|---------|---|---|------|-----|------------|-------|-----|
| 28 | SW07201700134 | FEIB | CV-440 | SW07AMC | I | C | 3628 | 125 | 06/08/2017 | N24DR | LRD |
|----|---------------|------|--------|---------|---|---|------|-----|------------|-------|-----|

**Comments: G603I (G-General Aviation Airworthiness 603-Conformance I-Information)**

06/08/2017: Completed Spot Check of aircraft.

|    |               |      |         |         |   |   |      |     |            |       |  |
|----|---------------|------|---------|---------|---|---|------|-----|------------|-------|--|
| 29 | SW17201704269 | MDQG | G-164-A | SW17BDC | C | C | 5750 | 137 | 05/04/2017 | N24DR |  |
|----|---------------|------|---------|---------|---|---|------|-----|------------|-------|--|

**Comments: G611I (G-General Aviation Airworthiness 611-Conformance I-Information)**

On March 22, 2017, as part of a conformity inspection for a new CFR 137 operation (PTRS 201703048), it was noted the a Grumman G-164A aircraft, N24DR, at your Alamo Texas facility did not receive the required time based visual inspection as specified in Airworthiness Directive (AD) 78-26-03. The AD states, "the visual inspection of the lower wing panel attachment fittings for corrosion intervals (is) not to exceed 500 hours in service or six months, whichever comes first since the last inspection." According to your logbook inspection records, this inspection was due in November 2016. At the conclusion of our inspection, it was agreed Alamo Aerial Applicators will take corrective action. On March 31 2017, a compliance action letter was drafted and sent to the operator formally informing them of this deviation. May 4, 2017 - Informed by [REDACTED] the AD was complied with on this date.

|    |               |      |            |         |   |   |      |     |            |       |     |
|----|---------------|------|------------|---------|---|---|------|-----|------------|-------|-----|
| 30 | SW07201700239 | FEIB | CV-440-440 | SW07SEH | I | C | 1622 | 125 | 03/21/2017 | N24DR | LRD |
|----|---------------|------|------------|---------|---|---|------|-----|------------|-------|-----|

**Comments: E799I (E-Air Agencies 799-Operations I-Information)**

Performed a ramp inspection of N24DR, a CV-440 aircraft. I did an external walkaround, then performed an interior inspection, looking at the cargo loading system, the cockpit, all required certificates and emergency equipment. I reviewed the aircraft logs, the time/trip sheets, and completed an overall general inspection. The aircraft appeared to be in airworthy condition. I

found no issues during my inspection.

|  |               |      |            |         |   |   |      |     |                 |     |
|--|---------------|------|------------|---------|---|---|------|-----|-----------------|-----|
| 31   | CE07201713313 | FEIB | CV-440-440 | CE07PRL | C | C | 1543 | 125 | 03/13/2017N24DR | LRD |
| <b>Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)</b>  |               |      |            |         |   |   |      |     |                 |     |
| Satisfactory recurrent flight check. New anniversary date.   |               |      |            |         |   |   |      |     |                 |     |
| 32   | CE07201713315 | FEIB | CV-440-440 | CE07PRL | C | C | 1543 | 125 | 03/13/2017N24DR | LRD |
| <b>Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)</b>  |               |      |            |         |   |   |      |     |                 |     |
| Satisfactory recurrent SIC flight check. New anniversary date.   |               |      |            |         |   |   |      |     |                 |     |
| 33   | SW07201700066 | FEIB |            | SW07RVD | I | C | 3623 | 125 | 01/24/2017N24DR | LRD |
| <b>Comments: G613I (G-General Aviation Airworthiness 613-Conformance I-Information)</b>  |               |      |            |         |   |   |      |     |                 |     |
| 1/24/2017 - Operator did not conduct cargo load operations during the course of my visit. While inspecting the main cargo compartment, I reviewed the existing compartment/zone load markings and compared them against the approved Appendix II, Weight and Balance Loading Manual (Manual). Inspection revealed zone "A" mislabeled at "1800" Max Weight. Both the Manual and STC ST929SO, sub tier drawing #AE2736, Rev. C, dated 14 JAN 77 (against which Manual zoning is based) indicated "3000" Max Weight. Issue was corrected on the spot by relabeling zone "A" as "3000" Max Weight. Verified scale calibration, cargo compartment condition, and reviewed associated paperwork. No findings. --end-- |               |      |            |         |   |   |      |     |                 |     |
| 34   | SW07201700110 | FEIB | CV-440     | SW07RVD | I | C | 3627 | 125 | 01/24/2017N24DR | LRD |
| <b>Comments: G899I (G-General Aviation Airworthiness 899-Maintenance I-Information)</b>  |               |      |            |         |   |   |      |     |                 |     |
| 1/24/2017 - Accomplished walk around inspection of aircraft & reviewed L/H engine, S/N NK510957 removal and replacement paperwork. No findings. --end--  |               |      |            |         |   |   |      |     |                 |     |
| 35   | CE07201623077 | FEIB | CV-440-440 | CE07PRL | C | C | 1543 | 125 | 08/30/2016N24DR | LRD |
| <b>Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)</b>  |               |      |            |         |   |   |      |     |                 |     |
| Satisfactory 14CFR125 recurrent 6 month aircraft check.  |               |      |            |         |   |   |      |     |                 |     |
| 36   | SW07201600176 | FEIB |            | SW07RVD | I | C | 3623 | 125 | 06/07/2016N24DR | LRD |
| <b>Comments: G613I (G-General Aviation Airworthiness 613-Conformance I-Information)</b>  |               |      |            |         |   |   |      |     |                 |     |
| Witnessed simulated cargo load, as the operator was not engaged in any real-time activity on the day of the inspection. No findings.   |               |      |            |         |   |   |      |     |                 |     |
| 37   | CE07201613622 | FEIB | CV-440-440 | CE07PRL | C | C | 1543 | 125 | 03/10/2016N24DR | LRD |
| <b>Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)</b>  |               |      |            |         |   |   |      |     |                 |     |
| Satisfactory recurrent 14CFR125 SIC 12 month and instrument proficiency aircraft check. Checkride had to be complete between KLRD-KMFE and return to KLRD. New anniversary date. Applicant is instrument current as per the requirements of 14CFR125. Applicant advised inspector that he has a method of recording his 6 month instrument approaches in order to conform to 14CFR125 instrument requirements and 14CFR61 and 91 instrument proficiency requirements.  |               |      |            |         |   |   |      |     |                 |     |
| 38   | SW07201600038 | FEIB | CV-440     | SW07BMR | S | C | 1622 | 125 | 02/25/2016N24DR | LRD |
| 39   | SW07201601633 | FEIB | CV-440-440 | SW07JXI | I | C | 5637 | 125 | 01/27/2016N24DR | LRD |
| <b>Comments: G603I (G-General Aviation Airworthiness 603-Conformance I-Information)</b>  |               |      |            |         |   |   |      |     |                 |     |
| 01/27/2016 - Notified operator of findings during the week of Jan 11. Awaiting corrective action plan within 30 days.  |               |      |            |         |   |   |      |     |                 |     |
| 40   | CE07201609297 | FEIB | CV-440-440 | CE07PRL | C | C | 1543 | 125 | 01/20/2016N24DR | LRD |
| <b>Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)</b>  |               |      |            |         |   |   |      |     |                 |     |
| Satisfactory 14CFR125 recurrent flight check.  |               |      |            |         |   |   |      |     |                 |     |
| 41   | CE07201609301 | FEIB | CV-440-440 | CE07PRL | S | C | 1638 | 125 | 01/20/2016N24DR | LRD |
| 42   | SW07201600161 | FEIB | CV-440     | SW07BDC | I | C | 5627 | 125 | 01/13/2016N24DR | LRD |
| <b>Comments: G203I (G-General Aviation Airworthiness 203-Manuals I-Information)</b>  |               |      |            |         |   |   |      |     |                 |     |
| Operator is working to current, approved revision - CV440-440 Aircraft Inspection Program, Revision 5, dated June 26, 2015.  |               |      |            |         |   |   |      |     |                 |     |

|  |               |      |             |              |         |   |   |      |     |                 |     |
|--|---------------|------|-------------|--------------|---------|---|---|------|-----|-----------------|-----|
| 43   | SW07201600253 | FEIB |             |              | SW07RVD | I | C | 3623 | 125 | 01/13/2016N24DR | LRD |
| <b>Comments: G613I (G-General Aviation Airworthiness 613-Conformance I-Information)</b>  |               |      |             |              |         |   |   |      |     |                 |     |
| Operator did not conduct cargo load operations during the course of my visit. I inspected the main aircraft cargo compartment and ancillary componentry. No findings.  |               |      |             |              |         |   |   |      |     |                 |     |
| 44   | SW07201600182 | FEIB | CV-440      |              | SW07BDC | I | C | 5628 | 125 | 01/12/2016N24DR | LRD |
| <b>Comments: G814I (G-General Aviation Airworthiness 814-Maintenance I-Information)</b>  |               |      |             |              |         |   |   |      |     |                 |     |
| Observed right engine sheet metal repairs IAW 440 Structural Repair Manual ZM-440-017 Appendix II.   |               |      |             |              |         |   |   |      |     |                 |     |
| 45   | GL05201509716 | FEIB | CV-440-5800 | 2015GL050055 | GL05DRT | C | C | 1731 | 125 | 09/08/2015N24DR | MFD |
| <b>Comments: A299I (A-Air Carrier Operations 299-Manuals I-Information)</b>  |               |      |             |              |         |   |   |      |     |                 |     |
| OPENED EIR 2015GL050055; AIRCRAFT TOOK HANDOFF FROM CMH APPROACH TO CVG APPROACH BUT NEVER CONTACTED CVG AND WAS NORDO FOR OVER AN HOUR. HOWEVER; THERE WAS NO ALTITUDE DEVIATION AND TRAFFIC WAS NOT COMPROMISED. PILOT ADMITTED THE DEVIATION AND SAID IT WAS DUE TO COMPLACENCY AND CRM ISSUES. RECOMMENDING ADMIN ACTION WITH WARNING LETTER.  |               |      |             |              |         |   |   |      |     |                 |     |
| 46   | SW07201500032 | FEIB | CV-440      |              | SW07TJC | I | C | 3623 | 125 | 08/20/2015N24DR | LRD |
| <b>Comments: G813I (G-General Aviation Airworthiness 813-Maintenance I-Information)</b>  |               |      |             |              |         |   |   |      |     |                 |     |
| I observed a cargo unload and checked all paperwork. no findings   |               |      |             |              |         |   |   |      |     |                 |     |
| 47   | SW07201500010 | FEIB | CV-440      |              | SW07TJC | I | C | 3623 | 125 | 08/19/2015N24DR | LRD |
| <b>Comments: G613I (G-General Aviation Airworthiness 613-Conformance I-Information)</b>  |               |      |             |              |         |   |   |      |     |                 |     |
| I observed a cargo load and checked all paperwork. no findings   |               |      |             |              |         |   |   |      |     |                 |     |
| 48   | SW07201502944 | FEIB | CV-440      | 2015SW070020 | SW07JXI | C | C | 5732 | 125 | 07/31/2015N24DR |     |
| <b>Comments: G611I (G-General Aviation Airworthiness 611-Conformance I-Information)</b>  |               |      |             |              |         |   |   |      |     |                 |     |
| 07/14/2015 - This office reviewed the proposed corrective action stated in the letters dated June 25, 2015 and July 14, 2015, These corrective actions will be evaluated after the proposed completion date of July 31, 2015. 07/31/2015 - This office has evaluated the corrective actions and found them to be satisfactory, a letter of correction was issued.  |               |      |             |              |         |   |   |      |     |                 |     |
| <b>G611P (G-General Aviation Airworthiness 611-Conformance P-Potential Problem)</b>  |               |      |             |              |         |   |   |      |     |                 |     |
| 05/18/2015 - Conducted an inspection on the Airworthiness Directive (AD) compliance program at the Laredo TX facility. The inspection revealed that Ferreteria E Implementos San Francisco (FEIB) is not monitoring their AD s as required. The AD log printed on April 28, 2015 does not accurately reflect the current status of numerous AD s; and those with recurrent action do not have accurate time, date or cycle when the next action is required. The electronic tracking program utilized is not alerting when AD's are within the parameters stated in the policy manual. Notified the DO, opened EIR, awaiting corrective action response. |               |      |             |              |         |   |   |      |     |                 |     |
| 49   | SW07201503402 | FEIB | CV-440      |              | SW07BAW | I | C | 1624 | 125 | 07/16/2015N24DR | LRD |
| <b>Comments: B603I (B-General Aviation Operations 603-Conformance I-Information)</b>   |               |      |             |              |         |   |   |      |     |                 |     |
| No discrepancies noted.  |               |      |             |              |         |   |   |      |     |                 |     |
| 50   | CE07201515230 | FEIB | CV-440-440  |              | CE07PRL | S | C | 1622 | 125 | 07/15/2015N24DR | LRD |
| 51   | CE07201515232 | FEIB | CV-440-440  |              | CE07PRL | C | C | 1543 | 125 | 07/15/2015N24DR | LRD |
| <b>Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)</b>  |               |      |             |              |         |   |   |      |     |                 |     |
| Satisfactory recurrent six month aircraft check in accordance with the requirements of 14CFR125.   |               |      |             |              |         |   |   |      |     |                 |     |
| 52   | CE07201515233 | FEIB | CV-440-440  |              | CE07PRL | C | C | 1543 | 125 | 07/15/2015N24DR | LRD |
| <b>Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)</b>  |               |      |             |              |         |   |   |      |     |                 |     |
| Satisfactory recurrent aircraft check in accordance with the requirements of 14CFR125 that satisfies SIC currency requirements..   |               |      |             |              |         |   |   |      |     |                 |     |
| 53   | CE07201515234 | FEIB | CV-440-440  |              | CE07PRL | C | C | 1543 | 125 | 07/15/2015N24DR | LRD |
| <b>Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)</b>  |               |      |             |              |         |   |   |      |     |                 |     |
| Satisfactory recurrent six month aircraft check in accordance with the requirements of 14CFR125.   |               |      |             |              |         |   |   |      |     |                 |     |

|  |               |      |            |         |   |   |      |     |                     |
|--|---------------|------|------------|---------|---|---|------|-----|---------------------|
| 54   | SW07201500079 | FEIB | CV-440     | SW07JXI | I | C | 5649 | 125 | 05/18/2015N24DR     |
| <b>Comments: G611P (G-General Aviation Airworthiness 611-Conformance P-Potential Problem)</b>  |               |      |            |         |   |   |      |     |                     |
| 05/18/2015 - Conducted an inspection on the Airworthiness Directive (AD) compliance program at the Laredo TX facility. The inspection revealed that Ferreteria E Implementos San Francisco (FEIB) is not monitoring their AD s as required. The AD log printed on April 28, 2015 does not accurately reflect the current status of numerous AD s; and those with recurrent action do not have accurate time, date or cycle when the next action is required. The electronic tracking program utilized is not alerting when AD's are within the parameters stated in the policy manual. Notified the DO, opened EIR, awaiting corrective action response. See PTRS Record ID: 201502944 . |               |      |            |         |   |   |      |     |                     |
| 55   | SW07201500082 | FEIB | CV-440     | SW07TJC | I | C | 3634 | 125 | 04/29/2015N24DR LRD |
| <b>Comments: G307I (G-General Aviation Airworthiness 307-Records/Reports I-Information)</b>  |               |      |            |         |   |   |      |     |                     |
| Complete review of all of the records for repairs to the cargo door and correction of all findings related to the Combi conversion conformity. No findings.  |               |      |            |         |   |   |      |     |                     |
| 56   | SW07201500100 | FEIB | CV-440     | SW07TJC | I | C | 3649 | 125 | 04/29/2015N24DR LRD |
| <b>Comments: G611I (G-General Aviation Airworthiness 611-Conformance I-Information)</b>  |               |      |            |         |   |   |      |     |                     |
| Reviewed the compliance records for AD's recently completed. No findings.  |               |      |            |         |   |   |      |     |                     |
| 57   | SW07201500116 | FEIB | CV-440     | SW07TJC | I | C | 3628 | 125 | 04/29/2015N24DR LRD |
| <b>Comments: G852I (G-General Aviation Airworthiness 852-Maintenance I-Information)</b>  |               |      |            |         |   |   |      |     |                     |
| The cargo door was repaired based on my findings during a previous visit. The company made all of the necessary repairs. All work was properly documented on a Form 337.   |               |      |            |         |   |   |      |     |                     |
| 58   | SW07201500135 | FEIB | CV-440     | SW07TJC | F | C | 3627 | 125 | 04/29/2015N24DR LRD |
| <b>Comments: G827P (G-General Aviation Airworthiness 827-Maintenance P-Potential Problem)</b>  |               |      |            |         |   |   |      |     |                     |
| Some of upper LH flap hinge, covers piano hinge pins were not properly installed. There was a loose screw sticking down through a drain hole it the bottom of the LH aileron trailing edge. The company was notified, they documented and corrected the discrepancies.   |               |      |            |         |   |   |      |     |                     |
| 59   | SW07201500141 | FEIB | CV-440     | SW07JXI | I | C | 5637 | 125 | 04/23/2015N24DR     |
| <b>Comments: G803I (G-General Aviation Airworthiness 803-Maintenance I-Information)</b>  |               |      |            |         |   |   |      |     |                     |
| 05/14/2015 - Inspected the AIP for N24DR and issued a letter of findings on this date to the DO, requesting a corrective action plan within 30 days of receipt.  |               |      |            |         |   |   |      |     |                     |
| 60   | SW07201500175 | FEIB | CV-440     | SW07BAW | S | C | 1622 | 125 | 01/30/2015N24DR LRD |
| 61   | SW07201501349 | FEIB | CV-440-440 | SW07BAW | C | C | 1543 | 125 | 01/30/2015N24DR LRD |
| <b>Comments: B103I (B-General Aviation Operations 103-Personnel I-Information)</b>   |               |      |            |         |   |   |      |     |                     |
| Company pilots will be receiving 125.287 pilot proficiency checks in the company aircraft (Convair 440) from FAA Inspector Paul London January 27,28, 2015. Pro checks were completed satisfactorily.  |               |      |            |         |   |   |      |     |                     |
| 62   | CE07201509640 | FEIB | CV-440-440 | CE07PRL | C | C | 1543 | 125 | 01/28/2015N24DR LRD |
| <b>Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)</b>  |               |      |            |         |   |   |      |     |                     |
| Satisfactory 14CFR125 PIC AIRCRAFT RECURRENT CHECKL.   |               |      |            |         |   |   |      |     |                     |
| 63   | CE07201509642 | FEIB | CV-440-440 | CE07PRL | C | C | 1543 | 125 | 01/28/2015N24DR LRD |
| <b>Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)</b>  |               |      |            |         |   |   |      |     |                     |
| Satisfactory 14CFR125 PIC AIRCRAFT RECURRENT CHECKL.   |               |      |            |         |   |   |      |     |                     |
| 64   | CE07201509638 | FEIB | CV-440-440 | CE07PRL | C | C | 1543 | 125 | 01/27/2015N24DR LRD |
| <b>Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)</b>  |               |      |            |         |   |   |      |     |                     |
| Satisfactory 14CFR125 SIC aircraft check.  |               |      |            |         |   |   |      |     |                     |
| 65   | SO67201501549 | FEIB | CV-440-440 | SO67DWH | S | C | 1622 | 125 | 12/10/2014N24DR MGM |
| 66   | SW07201402806 | FEIB | CV-440     | SW07TJC | C | C | 3423 | 25  | 09/12/2014N24DR LRD |
| <b>Comments: G617I (G-General Aviation Airworthiness 617-Conformance I-Information)</b>  |               |      |            |         |   |   |      |     |                     |

Sent a letter, dated 7-23-2014, informing the operator we would be performing a conformity inspection on the the aircraft for the Cargo door and airstair modifications. Conformity inspection complete. A list of discrepancies has been provided to the operator.

|    |               |      |        |         |   |   |      |     |                 |     |
|----|---------------|------|--------|---------|---|---|------|-----|-----------------|-----|
| 67 | SW07201401553 | FEIB | CV-440 | SW07JBB | I | C | 5627 | 125 | 09/10/2014N24DR | LRD |
|----|---------------|------|--------|---------|---|---|------|-----|-----------------|-----|

**Comments: H617I (H-Aircraft 617-Conformance I-Information)**

Performed follow up ramp inspection to ensure correction of previous discrepancies. Corrective action was satisfactory and no discrepancies were noted. All inspections were current with no open or deferred discrepancies. 100 hour inspection had just been accomplished. Total time as of this inspection was 46716 hours.

|    |               |      |        |         |   |   |      |     |                 |     |
|----|---------------|------|--------|---------|---|---|------|-----|-----------------|-----|
| 68 | SW07201401554 | FEIB | CV-440 | SW07JBB | F | C | 5637 | 125 | 09/10/2014N24DR | LRD |
|----|---------------|------|--------|---------|---|---|------|-----|-----------------|-----|

**Comments: G802P (G-General Aviation Airworthiness 802-Maintenance P-Potential Problem)**

Reviewed inspection program. The following deficiencies were noted: 1. AIP does not address inspecting the nose radome for deterioration, deformation, cracks, voids or transmissivity Work card CV-78, item 6, only addresses the radar antenna. 2. Work card CV-77 procedure for testing the instrument static system calls for pressurizing the aircraft which is not possible due the pressurization system being deactivated. Procedure should reference AC 43.13-1b, para. 12-58, for static system tests. Discussed deficiencies with operator. PMI will send a letter to operator detailing the deficiencies and requesting revision to the inspection program.

|    |               |      |        |         |   |   |      |     |                 |     |
|----|---------------|------|--------|---------|---|---|------|-----|-----------------|-----|
| 69 | SW07201402869 | FEIB | CV-440 | SW07JBB | C | C | 5443 | 125 | 08/12/2014N24DR | LRD |
|----|---------------|------|--------|---------|---|---|------|-----|-----------------|-----|

**Comments: G834I (G-General Aviation Airworthiness 834-Maintenance I-Information)**

Reviewed EFB application an noted the following deficiencies: 1. Application letter must request the issuance of Opspecs paragraph A061, Use of Electronic flight Bag. 2. The non-interference check performed is not adequate. Use the recommended EFB Electromagnetic Compatibility Assessment Checklist. See attachment. 3. Operating Manual, Volume 1, para. 6.8, EFB Alternate Procedures calls for the use of a backup power source/battery. The backup battery needs to be listed in your hardware description, Tab #1. 4. Provide documentation that the Foreflight Mobile Software Application for the display of aeronautical charts has been evaluated and approved for use by the FAA. This ensures that the database meets the accuracy and quality requirements of AC 120-76C, paragraph 12e. See attachment of the Jeppesen software acceptance letter as an example. Sent an email to the operator requesting correction of the above mentioned deficiencies.07/31/2014 08/11/2014 Received all corrections and additional documents request from the operator. Reviewed and found corrections to be acceptable. All airworthiness concerns have been addressed. Forwarded application to POI for review. No further action required. Updated NextGen Tracker.

|    |               |      |        |         |   |   |      |     |                 |     |
|----|---------------|------|--------|---------|---|---|------|-----|-----------------|-----|
| 70 | CE07201418437 | FEIB | CV-440 | CE07PRL | C | C | 1543 | 125 | 07/30/2014N24DR | LRD |
|----|---------------|------|--------|---------|---|---|------|-----|-----------------|-----|

**Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)**

Satisfactory six month aircraft check CV-440

|    |               |      |        |         |   |   |      |     |                 |     |
|----|---------------|------|--------|---------|---|---|------|-----|-----------------|-----|
| 71 | CE07201418441 | FEIB | CV-440 | CE07PRL | C | C | 1541 | 125 | 07/30/2014N24DR | LRD |
|----|---------------|------|--------|---------|---|---|------|-----|-----------------|-----|

**Comments: A101I (A-Air Carrier Operations 101-Personnel I-Information)**

Satisfactory six month oral check CV-440

|    |               |      |        |         |   |   |      |     |                 |     |
|----|---------------|------|--------|---------|---|---|------|-----|-----------------|-----|
| 72 | CE07201418442 | FEIB | CV-440 | CE07PRL | C | C | 1543 | 125 | 07/30/2014N24DR | LRD |
|----|---------------|------|--------|---------|---|---|------|-----|-----------------|-----|

**Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)**

Satisfactory six month aircraft check CV-440

|    |               |      |        |              |         |   |   |      |     |                 |     |
|----|---------------|------|--------|--------------|---------|---|---|------|-----|-----------------|-----|
| 73 | SW07201401484 | FEIB | CV-440 | 2014SW070011 | SW07TJC | C | C | 3732 | 125 | 05/01/2014N24DR | LAR |
|----|---------------|------|--------|--------------|---------|---|---|------|-----|-----------------|-----|

**Comments: G617U (G-General Aviation Airworthiness 617-Conformance U-Unacceptable)**

Enforcement resulting from AD surveillance. Compliance with AD 2013-08-10: para (g) was not documented in the aircraft records; para (h) was over run. The items have been corrected and a Letter of Correction was issued.

|    |               |      |        |         |   |   |      |     |                 |     |
|----|---------------|------|--------|---------|---|---|------|-----|-----------------|-----|
| 74 | SW07201401725 | FEIB | CV-440 | SW07TJC | I | C | 3627 | 125 | 04/09/2014N24DR | LRD |
|----|---------------|------|--------|---------|---|---|------|-----|-----------------|-----|

**Comments: G899I (G-General Aviation Airworthiness 899-Maintenance I-Information)**

All discrepancies discovered during the ramp conducted on 3/20 have been address. Ref. a letter from the operator dated April , 2104. The DC power receptacle was removed form the aircraft, the frayed co-piolt emergency rope was repaired, the frayed supply line for oxygen bottle in the cockpit was replaced, the unlabeled jerry cans in the back of the main cargo compartment have been properly identified as to contents.

|    |               |      |        |         |   |   |      |     |                 |     |
|----|---------------|------|--------|---------|---|---|------|-----|-----------------|-----|
| 75 | SW07201401486 | FEIB | CV-440 | SW07TJC | F | C | 3627 | 125 | 04/04/2014N24DR | LRD |
|----|---------------|------|--------|---------|---|---|------|-----|-----------------|-----|

**Comments: G613P (G-General Aviation Airworthiness 613-Conformance P-Potential Problem)**

There were eight 5 gallon Jerry cans strapped up against the aft bulkhead in the main cargo compartment. The cans were not identified as to their contents. According to the Weight and Balance (W and Bal) records they contain engine oil and are included in the basic operating weight (BOW) of the aircraft. There are no procedures for the flight crew to adjust the W and Bal when the oil is used. Findings letter sent.

**G824P (G-General Aviation Airworthiness 824-Maintenance P-Potential Problem)**

There is a 12V power receptacle wired into the cockpit. it was laying on the floor between by the center console between the pilot's seats. It is attached to a long wire that is running across the floor under the captain s seat and up to the circuit breaker panel. It does not appear to meet airworthiness requirements. ref SAFO 09018. Findings letter sent.

**G825P (G-General Aviation Airworthiness 825-Maintenance P-Potential Problem)**

The copilot's emergency escape rope had unraveled, was re-twisted and being held together with electrical tape. Findings letter sent.

**G835P (G-General Aviation Airworthiness 835-Maintenance P-Potential Problem)**

The oxygen supply hose attached to the primary oxygen bottle for the flight crew was frayed at the connector. Findings letter sent.

|    |               |      |        |         |   |   |      |     |                 |
|----|---------------|------|--------|---------|---|---|------|-----|-----------------|
| 76 | SW07201401583 | FEIB | CV-440 | SW07JBB | C | C | 5342 | 125 | 03/28/2014N24DR |
|----|---------------|------|--------|---------|---|---|------|-----|-----------------|

**Comments: G801I (G-General Aviation Airworthiness 801-Maintenance I-Information)**

Reviewed and approved Maintenance Inspection Manual, Revision 2. Approval letter sent to operator.

|    |               |      |        |         |   |   |      |     |                     |
|----|---------------|------|--------|---------|---|---|------|-----|---------------------|
| 77 | SW07201400175 | FEIB | CV-440 | SW07TJC | I | C | 3637 | 125 | 03/21/2014N24DR LRD |
|----|---------------|------|--------|---------|---|---|------|-----|---------------------|

**Comments: G802I (G-General Aviation Airworthiness 802-Maintenance I-Information)**

Observed the in-progress inspection of the tail, which included the flight controls inspection and lube. No issues noted.

|    |               |      |        |         |   |   |      |     |                     |
|----|---------------|------|--------|---------|---|---|------|-----|---------------------|
| 78 | SW07201400204 | FEIB | CV-440 | SW07JBB | F | C | 5627 | 125 | 03/19/2014N24DR LRD |
|----|---------------|------|--------|---------|---|---|------|-----|---------------------|

**Comments: H825P (H-Aircraft 825-Maintenance P-Potential Problem)**

Both forward and aft dry chemical fire extinguisher pressure gage was not in the green as if discharged. DOM replaced both fire extinguishers. No further action required.

**H834P (H-Aircraft 834-Maintenance P-Potential Problem)**

Conducted ramp inspection. The following items were noted: 1. Left hand Directional Gyro shock mounts were totally worn out and need replacement. 2. Magnetic compass correction was not updated to reflect the last compass swing. Total time as of this inspection was 46591 hours. Letter has been sent to DOM detailing inspection findings. Follow-up inspection will be conducted.

|    |               |      |        |         |   |   |      |     |                     |
|----|---------------|------|--------|---------|---|---|------|-----|---------------------|
| 79 | SW07201400208 | FEIB | CV-440 | SW07JBB | F | C | 5649 | 125 | 03/19/2014N24DR LRD |
|----|---------------|------|--------|---------|---|---|------|-----|---------------------|

**Comments: H611U (H-Aircraft 611-Conformance U-Unacceptable)**

AD's are being tracked using a computer program. Reviewed recurring AD's. PMI discovered that the 100 hour repetitive eddy current inspection for AD 2013-08-10 was not accomplished and had been over flown. PMI will send an LOI to the operator and start the enforcement action. Total time as of this inspection was 46591 hours.

|    |               |      |        |         |   |   |      |     |                     |
|----|---------------|------|--------|---------|---|---|------|-----|---------------------|
| 80 | SW07201400240 | FEIB | CV-440 | SW07JBB | F | C | 5637 | 125 | 03/19/2014N24DR LRD |
|----|---------------|------|--------|---------|---|---|------|-----|---------------------|

**Comments: G802P (G-General Aviation Airworthiness 802-Maintenance P-Potential Problem)**

Aircraft is being inspected using an approved inspection program, revision 2, dated 09/15/2011. Inspection program consists of Phase A each 50 hours and Phase B1-B4 at 100 hour intervals. The complete phase cycle must be completed every 24 months. Reviewed a sampling of workcards for each phase inspection. Reviewed FAA Form 337's detailing major repairs/alterations for N24DR. It was noted that the ICA for the installation of SKY899 (TCAS) system required maintenance and inspection tasks that have not been added to the approved inspection program. Reference FAA 337, dated 04/08/2005. DOM will revise inspection program to incorporate ICA requirements. Follow-up inspection will be conducted.

|    |               |      |        |         |   |   |      |     |                     |
|----|---------------|------|--------|---------|---|---|------|-----|---------------------|
| 81 | SW07201400254 | FEIB | CV-440 | SW07JBB | I | C | 5628 | 125 | 03/19/2014N24DR LRD |
|----|---------------|------|--------|---------|---|---|------|-----|---------------------|

**Comments: G802I (G-General Aviation Airworthiness 802-Maintenance I-Information)**

Phase B3 was in progress. Reviewed work package to include left MLG tire change and any other non-routine items. No discrepancies were noted. Total time as of this inspection was 46591 hours.

|  |               |      |            |         |   |   |      |     |            |       |     |
|--|---------------|------|------------|---------|---|---|------|-----|------------|-------|-----|
| 82   | SW07201400274 | FEIB | CV-440     | SW07JBB | I | C | 5634 | 125 | 03/19/2014 | N24DR | LRD |
| <b>Comments: H315I (H-Aircraft 315-Records/Reports I-Information)</b>  |               |      |            |         |   |   |      |     |            |       |     |
| Performed records inspection. Reviewed maintenance log book, maintenance due report, AIP inspection status, applicable AD's and FAA Form 337's. This aircraft is being inspected under AIP, Rev 2. All inspections are current and are being tracked using the computer based system. Total Airframe time is 46591 hours.  |               |      |            |         |   |   |      |     |            |       |     |
| 83   | CE07201414558 | FEIB | CV-440-440 | CE07PRL | C | C | 1543 | 125 | 02/27/2014 | N24DR | LRD |
| <b>Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)</b>  |               |      |            |         |   |   |      |     |            |       |     |
| Satisfactory co-pilot aircraft check.  |               |      |            |         |   |   |      |     |            |       |     |
| 84   | CE07201414559 | FEIB | CV-440-440 | CE07PRL | C | C | 1543 | 125 | 02/27/2014 | N24DR | LRD |
| <b>Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)</b>  |               |      |            |         |   |   |      |     |            |       |     |
| Satisfactory PIC aircraft check.   |               |      |            |         |   |   |      |     |            |       |     |
| 85   | CE07201414560 | FEIB | CV-440-440 | CE07PRL | C | C | 1543 | 125 | 02/27/2014 | N24DR | LRD |
| <b>Comments: A103I (A-Air Carrier Operations 103-Personnel I-Information)</b>  |               |      |            |         |   |   |      |     |            |       |     |
| Satisfactory Pilot in Command Aircraft check.  |               |      |            |         |   |   |      |     |            |       |     |
| 86   | CE07201413254 | FEIB | CV-440-440 | CE07PRL | C | C | 1543 | 125 | 01/21/2014 | N24DR | LRD |
| <b>Comments: A199I (A-Air Carrier Operations 199-Personnel I-Information)</b>  |               |      |            |         |   |   |      |     |            |       |     |
| Satisfactory oral. Incomplete flight check because contract ATC Tower facility would not approve ILS approaches. All other maneuvers and approaches completed satisfactorily. On second flight to another airport 100 nm miles away to complete instrument approaches, aircraft experienced mechanical problem on right engine. Terminated flight and returned back to LRD. Operator is sending a complaint letter (Congressional) to his regional Congressman and Senator regarding the poor performance of the contract ATC facility. Operator will call me or POI when aircraft is returned to service. |               |      |            |         |   |   |      |     |            |       |     |
| 87   | CE07201413255 | FEIB | CV-440-440 | CE07PRL | C | C | 1543 | 125 | 01/21/2014 | N24DR | LRD |
| <b>Comments: A199I (A-Air Carrier Operations 199-Personnel I-Information)</b>  |               |      |            |         |   |   |      |     |            |       |     |
| Satisfactory oral. Incomplete flight check because contract ATC Tower facility would not approve ILS approaches. All other maneuvers and approaches completed satisfactorily. On second flight to another airport 100 nm miles away to complete instrument approaches, aircraft experienced mechanical problem on right engine. Terminated flight and returned back to LRD. Operator is sending a complaint letter (Congressional) to his regional Congressman and Senator regarding the poor performance of the contract ATC facility. Operator will call me or POI when aircraft is returned to service. |               |      |            |         |   |   |      |     |            |       |     |
| 88   | CE07201413256 | FEIB | CV-440-440 | CE07PRL | C | C | 1543 | 125 | 01/21/2014 | N24DR | LRD |
| <b>Comments: A199I (A-Air Carrier Operations 199-Personnel I-Information)</b>  |               |      |            |         |   |   |      |     |            |       |     |
| Satisfactory oral. Incomplete SIC flight check. On second flight to another airport 100 nm miles away to complete instrument approaches, aircraft experienced mechanical problem on right engine. Terminated flight and returned back to LRD. Operator is sending a complaint letter (Congressional) to his regional Congressman and Senator regarding the poor performance of the contract ATC facility. Operator will call me or POI when aircraft is returned to service.   |               |      |            |         |   |   |      |     |            |       |     |