



INVOICE

To:

VIRTUAL JET CENTRE LTD
THE STABLES
84 STATION ROAD
OKEHAMPTON
EX20 1EH

Job No:	FM/4070/OK
Invoice No:	3211
Date:	6/9/22

Job Description: G-OCOK Annual

Annual Inspection - £2300.00

Radio Annual - £325.00

Defect

27/5/22

Starboard tyre flat – Jacked aircraft removed spat, wheel removed, stripped and cleaned. Wheel and tyre inspected, all ok. Wheel halves assembled, bearings lubed, new innertube inflated and refitted to aircraft. Split pinned wheel and de-jacked aircraft.

Grease felt retainer found worn – Retainer replaced

Brake linings nearing wear limit – Still serviceable, owner informed

Labour £151.88

Annual 6/6/22

Engine hoses out of date and tape left on hoses – Hoses removed and cleaned ready for pressure test. Hoses pressure tested at BLAS ref BLAS/OK/42/22. Hoses refitted and torque sealed.

#2 Cylinder forward baffle loose – Baffle forward attaching screw found loose, screw thread damaged, thread repaired and new screw fitted.

Oil cooler baffle damaged and loose – assemblies removed. Metal repair carried out; baffle refitted

Data plate wedged between cylinders #2 & 3# (not engine data plate) – Data plate extracted.

Firewall grommets not sealed – Grommets sealed with fire resistant RTV

Engine fuel pump case drainpipe not secure – Pipe rooted and secured

Throttle cable bracket mounting bent at servo end – Bracket not bent; design of engine frame is poor causing throttle cable sleeve to kink. Unable to rectify.

Carburetor heat scat too long – Hose shortened

Mixture cable has excessive exposure out of conduit at servo end – Excessive exposure due to support arm for conduit being too short by design, unable to rectify.

Evidence of fuel leakage starboard aft fuse – Access gained. Carried out a general visual inspection of tank installation and all fittings. Cleaned off residue, residue did not reappear, unable to locate source of leak, suspect tanks overfilled, monitor at subsequent inspections.

Engine air filter breaking up, unserviceable – Air filter element replaced

Two upper engine cowl fasteners at top incorrect – Incorrect fasteners found fitted due to incorrect receptacles. Replaced with correct type.

Port elevator upper outboard surface has two holes – fabric repair carried out, areas masked, primed and painted

Pilot 2 pedals link rods to front brakes have loose screws – Screws tightened in with Loctite.

Door and window latches seem loose – Latches replaced and adjusted.

Fabric damaged at starboard aft wing strut attachment – Fabric re-bonded into position.

Owner reported elevator trim loose and possibly not rigged correctly – Re-rigged elevator trim tab and tensioned cables, checked elevator rigging, all ok. Wire locked turn buckles.

Hangar 13, Dunkeswell Aerodrome, Dunkeswell, Honiton, Devon, EX14 4LT

Tel: 01404 891504

Company registration number 10600033

Owner reports P1 Belt crotch strap loose allowing movement even when fully tight – Fitting checked with reference to maintenance manual. Unable to rectify crotch strap adjustment due to design.
Surface corrosion on undercarriage legs. Remove and paint under carriage legs – Undercarriage legs removed with aircraft on jacks. Legs stripped, treated and painted, legs refitted i.a.w AMM. U bolts and through bolts torqued to required levels.
No #1 & #4 Exhaust riser to manifold clamp hardware excessively corroded causing exhaust leak – Hardware found seized, bolts drilled and cut to remove. Clamps removed, all mating surfaces cleaned, new hardware installed, and manifold assembly leak checked. All ok.
Slight play in forward control stick link rod attachment to rear stick – Clevis bolt replaced and play reduced. Unable to totally eliminate without replacing link rod, play is acceptable for use.
Lockwire securing baffles under LH and RH cylinders chaffing on oil return lines – Sheathed lockwire with tubing.
Tail wheel tyre bold, bearings and race unserviceable – Tyre replaced, bearings and race replaced
CO2 Indicator has black spots – Pressure tested exhaust assembly; no leaks found (note above corroded and leaking clamps). Indicator replaced, owner to monitor.
Brake hoses to master cylinder and calipers out of date – Hoses replaced, brakes bled after main leg refit.
Port wing tip damaged – Tip disassembled. Repair carried out, area masked and tip repainted. Wing re-assembled with nav light assembly.
Port and starboard main leg brake line bulkhead fittings loose – Nuts on fittings tightened.
Paint supplied by customer matched poorly – Paint match carried out.
Struts chipped on leading edge – Areas prepared, primed, painted and blended
Inspection panels in poor condition – Paint removed, primed and repainted.
No compass card present – Compass swing carried out and card issued
Rear seat folding forward restricting full and free movement of elevation operation – Rear seat folding restraint cables found incorrectly rigged. Adjusted for correct operation. Elevator now moves full and free with seat in fully folded position.
P1 Port master cylinder leaking – P1 Master cylinder removed from aircraft, stripped down, cleaned and re-built with new seals. Master cylinder re-installed, and brakes bled through. Master cylinder no longer leaking.

Defect (12/7/22)

Rear tyre requires replacement – Rear tyre and inner tube replaced. Wheel reinstalled
Owner reported tail wheel shimmy – Investigations and inspection of assembly revealed play in rudder to steering arm attachment. Bolts tightened to reduce play and replacement part ordered.

Defect 2/8/22

Owner reports tail wheel shimmy and ground loop incident – Tail wheel springs found missing, inspection of rudder assembly found lower spring attachment horn has excess play, spares ordered and rudder removed. Further inspection found worn rudder tube holes attaching to bar and tailwheel springs. New horn requires drilling but unable to match drill to worn tube. Rudder removed and bar re-installed with new hardware to reduce play. New rudder tube required when parts available to fit at next maintenance period. Rudder re-installed i.a.w AMM. (customer to order and supply parts)

AD

SL 425 ACA Inspection of brake cotter pins – Repeat 100 hrs or Annual

Labour £6780.63

Defect 8/8/22

Owner reported tail wheel tyre worn to limit – Aircraft jacked up, tyre replaced and aircraft de-jacked

Labour £101.25

Aircraft parts

Inner Tube – £55.44
Grease Felt retainer - £26.95
Oil x 8 @ £8.75 each - £70.00
Oil filter - £29.50
Hardware - £19.50
Tail Tyre x 2 @ £55.80 - £111.60
Tail Innertube - £19.95
Arm Tail Wheel Assy (Part to be fitted with new rudder) - £259.00
Springs – coil tail wheel x 2 @ £26.86 each - £53.72
Window latch @ £65.00 each - £130.00
Brake bleed screw - £10.47

Bleeder seat - £17.95
Air filter - £20.49
Brake lining x 4 @ £13.83 each - £55.32
Clevis bolt - £1.91
Bearing cup - £77.48
Bearing - £78.90
Hose assy – Brake/master cylinder x 2 @ £66.27 each - £132.54
Hose assy – Brake caliper x 2 @ £126.08 each - £252.16
Inspection panels x 4 @ £36.82 each - £147.28
CO2 indicator - £4.95
Parts total £1575.11

Invoice £11,233.87

Engine installation insurance deduction - £400.00

Total £10,833.87

VAT 20%. £ 2166.77

Invoice total £13,000.64

Our bank details:

Nat West

Account Number: 32841892

Sort Code: 56-00-49

IBAN: GB47 NWBK 5600 4932 8418 92

BIC: NWBKGB2L

When paying by bank transfer please use your aircraft registration and invoice number as a reference.

Payment Due Upon Receipt

E & O,E

VAT Reg. # 265 4214 12

Invoice Total: £13,000.64

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