



## PRE PURCHASE & ANNUAL INSPECTION SNAGS - AIRWORTHY

Service	Est. cost
1. Complete annual inspection	\$4,750.00
2. Correct unable to swing gear or shut off gear horn with throttle- this squawk occurred on test flight. A test swing in the hangar found it serviceable initially. However-- it failed while on jack in down and locked position. We also found the front throttle switch has a wire broken. Further on the snags below we found upper limit switches cracked. There is a leak at the power pack and the system was underserviced at arrival. We will complete the squawks found and do 6 fault free swings. <b>Estimate Only pending full resolution- Would like to put it under complete overhaul of the power pack, so pls make one quote,</b>	
3. Correct left rear cowl flap control has play at engine mount pivot point.	
4. Replace grommets for ignition leads that pass through engine baffles on forward engine. Holes are too large and do not seal engine baffles and one is missing.	
5. Correct rear engine pressurize mag filter has oil inside of filter. This may be an oil seal on turbo contributing oil to intake system. <ol style="list-style-type: none"><li>Some indication of oil burn in tailpipe combined with oil in intake system and filter causes some suspicion.</li><li><b>A deeper inspection is underway to verify.</b></li></ol>	
6. Correct forward engine baffle chaffing into exhaust cross tube on forward engine.	
7. Replace pressurize mag filter on rear engine because the one	

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connector is broken

8. Replace forward R/H engine isolation mounts. Rubber cracked around upper mount and being pushed out
9. Correct #4 EGT probe is installed in slip joint on rear engine
  - this is not recommended practice but appears to cause no harm and helps assure equal temperature comparisons.
10. Correct nuts on forward engine wastegate attach bolts that are not in safety. No threads showing through nuts
11. Correct duct tape on air scoop connection on rear engine. This connection is down stream of filter
12. Correct bolt on rod end at prop governor that is loose, on forward engine
13. Replace mixture control rod end that is worn on forward engine
14. Correct broken wire on forward engine throttle warning horn.

Must verify wire connections and complete tests to verify that correct wiring is completed.

15. Correct left exhaust is close to lower firewall on rear engine. There is signs of chaffing.

With further investigation it appears that it has been corrected in the past and what is seen is close tolerance only

16. Replace 2 manifold pressure hard lines due to corrosion on forward engine
17. Correct exhaust leak at #6 cylinder on forward engine. Leak coming through exhaust gasket.

Must drop exhaust to correct

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18. Correct fitting cracked on spoiler pump hydraulic line.
19. Correct rear engine shock mounts sagging
  - Inspected and found serviceable. Observation is normal
20. Correct wastegate line on rear engine because the outside metal braiding is broken.
21. Correct oil on bottom of rear prop governor - no oil leak at governor suspect that oil from overboard vent simply swirls around and or leaks at pushrods seals is presenting here. Will complete engine wash and runup at conclusion to verify after pushrod seals replaced.
22. Correct minor grease leak coming from #2 blade on rear prop. Grease is present inside of spinner.  
  
Normal- clean and reinspect after run.
23. Correct oil on rear crankcase above crankshaft seal
  - suspect that oil from overboard vent simply swirls around and or leaks at pushrods seals is presenting here.
24. Will complete engine wash and runup at conclusion to verify after pushrod seals replaced.  
  
Correct oil leaking from #1, 2, 3, 5 pushrod seals on rear engine.
25. Correct play in L/H fwd aileron rod end.
26. Correct left bank injector air rail is loose on injectors on rear engine. Installing GAMI injectors- will correct problem.
27. Correct prop governor control on rear engine has loose hardware between control and governor arm.
28. Correct fuel line from rear engine driven fuel pump to throttle body because of the date of 2001 on tag. Line is serviceable. **See hose estimate separate.**

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29. Correct rear engine fuel pressure hose at throttle body has no fire sleeve.

This does not make unairworthy but is best practice. **See hose estimate separate.**

\$0.00

30. Correct 2 fuel lines from firewall to rear engine driven fuel pump due to having no tags. - **See hose estimate separate.**

\$0.00

31. Correct L/H and R/H flap lateral play. Requires spacers replaced

32. Correct numerous hoses in rear engine tags cannot be seen. These hoses are wrapped in spiral wrap.

\$0.00

**See hose estimate separate.**

33. Correct Adel clamp holding fuel line on top aft part of rear engine is broken.

34. Correct fuel on floor from rear engine drain coming from intake drains

- inspected accessories and found no leaks.

N/C

35. Correct dent and skin bowing around L/H upper strut attachment. (top and bottom of wing)

TBA

36. Fire extinguisher out of date

37. Correct missing aft passenger seat stops.

38. Correct fwd prop has signs of grease leaking

N/C

- inspected and found to be normal.

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39. Correct cracked and broken main gear up lock switches. [Pls put it under complete power pack overhaul](#)
40. Correct landing gear Fwd engine throttle warning horn not audible
  - broken wire is cause per squawk above- to be confirmed at completion of all gear squawks
41. Correct leak in the nose gear door actuator (upper fitting).
42. Replace anchor nut used for cargo pod that is loose and spinning.
43. Correct slack in rudder trim chain
44. Correct play in the R/H nose gear door fwd attachment.
45. Correct nose wheel attachment hardware is not in safety (verify bolt length and nut).
46. Correct electrical tape on outflow/safety valve wiring
47. Correct bent L/H aft floor panel - panel should be sealed and has a large gap. (pressurization problem)  
  
Remove straighten and reseal
48. Correct N/G shimmy dampener leaking.  
  
Upon further inspection and report by test pilot the leak is unlikely the shimmy damper but engine oil. Clean and reinspect.
49. Correct pool of hydraulic fluid at belly drain aft of pedestal leak origin found below. Clean and confirm during fault free swings.
50. Correct leaking fitting at hydraulic power pack secondary reservoir
51. Correct L/H main gear actuator mounting bolt - witness paint broken

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missing and signs of movement.

52. ELT to recertify.

53. Complete compass swing mag /H.s.i.

54. First aid kit to  
re certify.

55. Complete Heater Pressure Decay test and verify heater operation

56. Complete 24 month Altimeter, Encoder Transponder Correlation  
check

57. Replace Fuel Caps with customer supplied kit

Parts has received and processed.

58. Correct hydraulic pump cycles on after short time leak check, fluid level and  
and condition and report- will complete with all other gear squawks. Suspect  
was low fluid and air in line due to leak.

TBA

59. Inspect aileron chain. Owner reports surface corrosion in past

- confirm no water leaks

- confirm airworthiness of chain

- report

60. Correct oil leak presenting on the front gear doors after top overhaul do a  
detail clean and inspect and then recheck after test flight and report Suspect  
oil was leftover from doing oil change and seeped into seams and so on. No  
obvious oil leak after clean and run. Will check again after test fligh

61. Correct left rear cowl has loose camlock fastener. Hole in structure is too big

62. Replace rear engine filter due to date code being 10-11

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63. Correct top left of rear engine is coated in oil-  
- found light sheen and suspect cause is leak at oil fill lower rubber clamp
64. Replace zip ties missing around fire sleeve on fuel flow transducer on forward engine.
65. Correct rear engine mount has corrosion and paint missing on both sides of mount.
66. Repair intercylinder baffle support that is cracked at the forward side on the forward engine.
67. Correct nose jack pad that is bent forward.
68. Correct forward heater support clamp that is loose.
69. Correct oil dipstick is hard to get back into rear engine Per SIL the dipstick is correct P/N
70. Repair left rear engine baffle on rear engine because it is cracked.
71. Correct fuel flow transducer fire sleeve on rear engine because it is not secured properly.
72. Correct vacuum outlet line on forward engine due to AN nut not being installed far enough into collar on hose.
73. Correct corrosion under L/H bottom wing strut fairing.
74. Correct crack on right side of rear engine bay skin - small overlay patch required.
75. Correct crack on left side of rear engine bay skin.
76. Correct corrosion and bubbled paint on top of L/H wing near the O/B leading edge.
77. Correct fuel lines going through left rear baffle on rear engine do not

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have any chaffing protection.-

78. Correct L/H flap panel hardware (verify correct screw sizes are used).

79. Correct loose wire bundle and de-ice boot line in L/H wing.

80. Correct Loose hardware in L/H wing tie down.

81. Correct L/H wing de-ice boot has begun to peel up (mid wing lower side).

82. Correct bubbled paint and corrosion near wing de-ice boots.

83. Loose duct in cabin ceiling at aft bulkhead - was held in with duct tape

84. Correct loose wire bundle and de-ice boot line in the R/H wing.

85. Correct broken/cut upper cabin door light wires.

86. Correct surface corrosion under the R/H rudder.

87. Correct emergency gear hand pump boot torn

**88. Part Price pending**

Correct missing rivet on the R/H static wick.

89. Correct corrosion on forward and behind cabin door belly skin were the cargo pod would attach.

90. Correct aft nose gear door bent requires straightened and doubler installed, aluminum is too stressed to simply be straightened.

91. Correct duct in pedestal not attached and badly torn

92. Correct seized aft cabin door lock.

93. Correct missing grease seal retainer on the R/H wheel.

94. Correct lower cabin door seal is not connected - does not seem to have

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anything to connect to Bob Field's door seal installed, seal is working but need field approval as there is no STC or 337 for install

- 95. Correct minor corrosion on aft bulkhead
- 96. Correct missing instrument post light.
- 97. Correct u/s cabin dump valve post light and c/b post light
- 98. Correct disconnected wire with spade connector behind instrument panel.
- 99. Correct deformed seal for R/H panel for avionics access
- 100. Correct corrosion on R/H panel for avionics access
- 101. Correct JPI EDM 960 power up error message  
  
Pending
- 102. Correct Left Fuel quantity is not reading on JPI
- 103. Install rear engine GAMI's supplied by Customer. (in aircraft)

Note: one is damaged. Please obtain a replacement from GAMI. Make sure correct unit

- 104. Replace missing left hub cap - wheel hub screw inserts may be stripped
- 105. Correct oil mess from rear engine oil is blown overboard if kept above 6.5 quarts
  - check correct dipstick is installed and correct quantity is indicated incorrect dipstick is installed. 6.5 qts is likely
  - check for blow by on cylinders-- no issues found with test of cylinders.
  - check breather system- found breather line issues which may cause back pressure and oil accumulation in line vs return to engine

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106. Correct exterior stripped screws - various locations
107. Correct pressurization leak coming from Pilot side lower corner of the windshield strap.
108. Correct pressurization leak coming from Pilot's vent window - verify sealing correct
109. Correct pressurization leak coming from open rivnut on belly. Rivnut is loose.
110. Correct pressurization leak Below pilot's flap is a screw hole with no screw installed
111. Correct pressurization leak Below copilot's flap is a screw hole with no screw installed.
112. Correct pressurization leak Co pilot side main landing gear door fairing in upper corner.
113. Correct pressurization leak at #3 belly drain
114. Correct pressurization leak Both forward GPS antenna doubler rivets
115. Correct pressurization leak at skin joint below copilot's strut attachment
116. Correct pressurization leak coming from bottom seal of Co pilot's vent window.
117. Correct pressurization leak from cargo pod fasteners. When screws removed the fasteners leak
118. Correct pressurization leak both main landing gear wells leaking from above gear.
119. Complete sealing of all panels removed for inspection and pressurize to verify leaks are corrected
120. Replace vacuum filter on firewall - very dirty

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121. Correct Door hard to latch, push/pull locks seem restricted. We will investigate. May need lube or adjustment - part will be extra
122. Correct Volts at 26.4 in cruise both alternators. Alternators will pick up load if one shut off, but only after 1700RPM. Until that time needs both alternators. Also, doesn't start charging until 1500 RPM. (either or both) all avionics on, and strobe/beacon. Investigation and correction once engines ready to run again Suspect easy fix - **ESTIMATE ONLY**
123. Correct Prop de-ice draws 10 amps, but no indication on gauge. - Gauge is defective - **PARTS TBA**
124. Not enough fuel flow on take-off FT 123pph RR 120PPH Book says lean to 140- unable Suggest a fuel flow set up
125. MP on take-off FT 33.7- RR 36 RPM 2820 both engines. Book says 37" and 2800RPM. Also checked at different altitudes. The split is pretty much the same all the way up.
- This is an adjustment. These engines are easy to adjust but it must be done in a sequence.
126. Boots u/s at altitude. Wing boots came up at 5000' Will need to investigate – likely sticking valve from lack of use. **ESTIMATE ONLY**
127. WX- Detecting activation only - will investigate
128. Gear horn started to blare at me after descent to 5000' could not shut off unless gear down and locked- Still had cruise settings. Something died, it started a very random sound, then went full blast. Could be a bad microswitch – will investigate during gear swing--handled with other tasks =
129. Cabin altitude light did not come on- cabin was at 12k' Maybe it comes on at 12.5k- will investigate during ground test
130. Heater did not work at FL200. Doing pressure decay test anyway—will test and sort out
131. At 5000' tried heater, and noted that cabin altitude light came on when set

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the heater control to "run" Tried several times- same result. This tells me that there is a leak in heater ducting—might explain the pressurization being below spec also—ground test pressurization will show up problem.

132. Door hard to open after flight - we will investigate, may need lubrication or adjustment

133. RR Idle after flight- 880 FT- 530, then slowly wants to go lower, and I caught it at 400RPM- simple adjustments as part of fuel flow set up.

134. Spoilers took a long time - 15 seconds to deploy first time. After that, 4-5 seconds. Tried again on ground- over 10 seconds to deploy.- need servicing.

135. % horsepower readings on JPI not accurate at all- will investigate –likely not aligned probes

136. Front engine runs very hot in climb- even full rich, and cowl flaps open. Had to reduce power from cruise climb in order to keep some CHT's in the low 400's - May have to do with inadequate fuel flow available. Rear engine was not an issue. This is likely fuel flow issue –low cruise mid range fuel is too low. Front engine is also breaking in cylinders which will contribute. Handled in other squawks

137. Correct various avionics wiring and standard practice items- Put Com 2 on main bus for emergency operations - Not requirement, up to customer preference.- Co-Pilot PTT wiring too tight when rolling to the right- Various zip tie tails on center pedestal need to be cut- Solenoid located fwd of pedestal needs new electrical rubber boots on exposed live power contacts. (Existing boots too worn and falling off)- Multiple strands of wiring need to be secured/stood off of existing acceptable stationary components. Wiring loose and chaffing forward/in pedestal/Hydraulic power pack assy- Manual rudder trim Turn buckle chaffing on aluminum hose in travel, this turnbuckle's safety wire is also loose- Harness is chaffing on Pilot yolk support bracket (harness very beefy) Could be reduced in diameter if removal of unused capped harnesses are removed in vicinity- Flap actuator switch level is chaffing on harness and visible signs of chaffing on static line running with harness in affected area.

Subtotal

## RECOMMENDED

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## Service

138. Complete pressurization check - per potential buyers request=

139. Correct fraying on both co-pilot lap belts and aft passenger lap belt. The aft belt is technically unairworthy.

- a. Appears it may have been damaged- not wear. The main belts are showing normal wear and tear. However, the belts are color matched one new belt may be slightly off in colour to rest. So recommend a pair or rear and recycle parts of rear for front.-

b.

140. Correct play in both ends of the R/H aileron control rod. Rebush and replace rod end.=

141. Correct play in the elevator trim tab rod end.

Inspected and found play is in the trim actuator. Serviceable

142. Correct up-down play in the R/H rudder bell crank=

143. Correct play in the L/H rudder I/B rod end and bell crank.=

**144. Rear engine hoses date INFORMATION ONLY=**

Full Hose Change is recommended but not mandatory. \$3000.00 per engine as estimate. Electric Fuel pump to Engine driven fuel pump - No Tag

Engine  
driven fuel  
pump to  
Firewall - No  
Tag Engine  
Driven fuel  
pump to  
Throttle

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body - 03/01  
Throttle  
body to  
Transducer -  
01/15

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- 07/01

Wastegate  
actuator to  
controller -  
Damaged  
line  
Controller to  
crankcase -  
2/90

Oil pressure to firewall- 01-00

Oil pressure to Turbo - Factory tag with no date. Turbo to engine case  
- No date.

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**145. Forward engine hoses date INFORMATION ONLY**

Full Hose Change is recommended but not mandatory. \$3000.00 per engine as estimate. 5 dated 2000

6 no date.

2 dated 2010

1 dated 1978.

**146. Brakes hoses INFORMATION ONLY=PLS CHANGE WITH NEW**

-Recommend change due to age but not mandatory. Estimate is about \$1400.00 Left and right wheel brake hoses (2) dated 5-94.

left and right brake hoses at master cylinder (2) no tags.

left and right brake line at main wheel well (2) outer protection chipped off.

\$1,400.00

**147. Landing gear actuator hoses INFORMATION ONLY=**

- i. recommend change due to age but not mandatory. Estimate is about \$1600.00  
Nose gear door actuator hoses (2) no tag.

Nose gear actuator hoses(2) no date on tag. Cessna tag. Main gear door actuator hoses(2) no tag.

\$1,600.00

148. Correct numerous tie wraps on rear engine mount- not recommended. Cause chaffing and tend to break. There needs to be about 5 hours spent cleaning up these types of things with proper clamping techniques.

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149. Correct forward left baffle on rear engine is loose. Left side baffle is loose because of it causing side baffle to be wearing thin in some places.

There are numerous minor issues that require some TLC, silicone and chafe protection to prevent wear from vibration.

150. Correct unpainted repair on face of blade #1 on rear propeller.
151. Correct crack in the L/H wing tip (leading edge).
152. Correct missing anchor nuts under L/H wing tip lens.
153. Correct scratches in the (RT and LT) flaps made from incorrect screws being installed.
154. Correct the paint scratches on the L/H flap control rod- believed to be made by incorrect screws installed in the flap panels.
155. Correct cracks in L/H upper and lower wing strut fairings. New may be better solution. Not airworthy issue. [Could pls get quote for new fairings, I will also look ,](#)
156. Correct duct in ceiling along aft bulkhead has nothing to connect to.
157. Correct 2 cracks in the R/H wing tip.
158. Correct crack in pilot sun visor - Rosen style  
- pricing replacement lenses
159. Correct cabin window trim seals - deformed and are not correctly.
160. Correct aft left eyeball vent seized shut- needs removal and attempt repair.
161. Correct weather cracks in the nose wheel tire tread.

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162. Correct plastic supports for headliner panels - they are loose, not secured and some broken.
163. Correct aft R/H passenger light switch - centre over head panel hangs lower than the switch.
164. Complete oil sampling- done for potential buyer
165. Complete test flight to 20,000' per customer sheets and Brant Aero flight sheets-completed for potential buyer
166. Inspect time life oxygen generators - replace if expired  
REPLACED in 2014 - 10 year life
167. Correct exhaust stain in between windows  
remove interior, clean and reinstall  
common during pressurization checks=
168. Correct co-pilots windshield - scratch inside=
169. Complete carpet  
clean - dirty
170. Correct GTN no fuel flow information from JPI  
This may or may not be connected. We can investigate
171. Correct rear spinner due to a  
dent and scratches in 2 places  
minor-- serviceable no action needed.
172. Correct skin bowing around R/H upper wing strut attachment.  
This is minor and slight deformation near jack point. No concern. Notation only.

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173.A/P- worked very well. Twice it did a very quick "twitch" laterally- Hardly noticeable. Continued on as if nothing had happened- non issue— recommend service during 100 hour.

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\$0.00

174.Could use the alt preselect on the 55X to the G500. This is information only.  
**Preselect Quoted Separate**

**175. Shipping & Freight**

**TBA**

Subtotal  
**Total (CAD)**

If you have any further questions, or would like to discuss further options, please feel free to contact me anytime.

Sincerely,

President

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\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

By signing this contract, you agree to all the above pricing, terms and conditions.

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