

AIRFRAME MAINTENANCE RECORDS 300K 3

Registration No. Serial No.

N876DS Faiciais morch 2006



AIRFRAME MAINTENANCE RECORDS

Log No. **3**___

Aircraft Regist	ration No. N876DS
Model	Cessne Hall
Serial No.	42161313

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTIO	N OF WORK PERFORMED— TE NO. OF PERSON PERFORMING WO	PRK
				TOTALS brought forward from p	previous page	
	Replaced bearing a Service M Replace b Installed With properties September Stabilizer C/W AD Checked inspected	nd serviced by Manual. Replaced on A per code date next due holer 2007. Reproblem 1207-03 pregear retraction IAW Cessifound to be a sykora	S/N 1213 I brake master both main structured all brake es, repack when PU plug recept C/W AD 200 bbs 50. or Aprolaced nose gents. Replace "Cossure check hon. Aircraft lula Inspection g	tel bearing main and nose gears. Stacle. CW AD 2005-20-05 by rep 00-01-16 Per par. {c}&{e} both and 1, 2006 which ever is later. Repar door rod end bolt, checked gear of rings right main gear up lock a leater combustion chamber. Next bricated IAW Cessna Service Main gear up lock and the state of the st	ruts, replaced L/H main strut reviced nose gear strut IAW C421 el brake cylinders and bled brakes. Serviced Hyd reservoir. blacing Avionics Master switch engines, next due March 2007 and blaced ELT Battery. Next due r door rigging. Replaced horizonta ctuator. Replaced hobbs meter. due heater hobbs 507.7. mual. This aircraft has been is been IAW an Annual Inspection.	A
Tach:	tration: N8	.5	Se To	odel: 421C erial #: 421C-1213 otal Hours: 0	Date::	3/30/2006
CW	AD #2000-0	Sty	B	r par (b) visual inspection due a	again in 50hrs,	
	,	Joseph Bro	wii	1	A & P: 2226812	
		Deserving Bro	wii		A & P: 2226812	
		Deseph Bro	WII		A & P: 2226812	
		Joseph Bro			A & P: 2226812	
		Deseph Bro			A & P: 2226812	
		Joseph Bro		SUB-TOTALS this page	A & P: 2226812	

Page No. 2

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page



Airframe Total Time: 2919.0

Hour Meter: 84.0 Date: 06/08/06

RAM Aircraft, Limited Partnership • Waco Regional Airport

Cessna 421C1213 N876DS

On above referenced aircraft, installed RAM overhauled engine S/N 243140-H in right position and re-installed previously overhauled propeller with 644.0 hours SMOH. Replaced right engine EGT probe. Installed red silicone impregnated fiberglass baffle material on right engine. FAA-PMA replacement baffles. C/W AD 2000-01-16 on right engine only by removal of the exhaust system from the slip joints aft. Installed new RAM/FAA/PMA stainless exhaust slip joints P/N 1001-3 with new springs and hardware on right engine I/A/W STC SA4592SW. Slip joints due replacement June 2018 or aircraft total time of 5419.0 hours, whichever occurs first. Installed overhauled right turbo wye P/N WCC-8294-15HW. Turbo wye due replacement/overhaul June 2018 or aircraft total time of 5419.0 hours, whichever occurs first. Installed new right wastegate to overboard tailpipe elbow P/N K9910300-3, S/N 150409. Wastegate elbow due replacement/overhaul June 2018 or aircraft total time of 5419.0 hours, whichever occurs first. Installed new right wastegate elbow to overboard tailpipe clamp P/N 2266C050-240-M. Clamp due replacement June 2018 or aircraft total time of 5419.0 hours, whichever occurs first. Installed new right overboard tailpipe P/N K9910300-2, S/N 154081. Tailpipe due replacement / overhaul June 2018 or aircraft total time of 5149.0 hours, whichever occurs first. Installed new right tailpipe clamp P/N 2274-50. Clamp due replacement June 2018 or aircraft total time of 5419.0 hours, whichever occurs first. Installed overhauled right wastegate valve assy. Installed factory rebuilt turbocharger P/N 465930-9003, S/N JAR00272 in right position. Installed new right engine outboard exhaust riser P/N K9910295-16 and cleaned, inspected and joints re-swedged on inboard riser. C/W para (b) on right engine by visual inspection and found to be serviceable. Next visual inspection per para (b) due in 50 hours TIS or 30 calendar days, whichever occurs later. C/W para (c) on right engine by installation of new exhaust tailpipe. Next removal and visual inspection per para (c) due within 5 years. C/W para (d) on right nacelle by inspection of the outboard engine beams and canted bulkheads. Found airworthy at this time. Re-inspection per para (d) due each 500 hours TIS. C/W para (e) by visual inspection and pressure test of right exhaust systems. System checked satisfactory at this time. Re-inspection per para (e) due each 12 calendar months. Para (f) N/A per no multi-segment V-band clamps installed on right exhaust. C/W para (g) on right engine by installing new and / or overhauled exhaust system from the slip joints aft. Repetitive compliance due at 2,500 hours TIS or 12 years, whichever occurs first. Compliance with para (g) on right engine due June 2018 or aircraft total time of 5419.0 hours, whichever occurs first. Installed new Aeroquip integral firesleeved fuel, oil, air conditioning and hydraulic hoses meeting TSO-C53A Type D and TSO-C75 Type III on right engine. C/W AD 84-26-02 per replacement of air filters. RAM Aircraft recommends air filters to be replaced every 300 hours or annual with mandatory log entry required. Installed vacuum pump cooling shroud on right engine vacuum pump per STC SA3721SW Replaced left fuel flow transducer P/N 201B-M with new. Installed overhauled left inline auxiliary fuel pump P/N 2B7-29. Installed a new 5 amp. circuit breaker for hour meter. Negligible weight and balance change. Aircraft is approved for return to service for the work performed. Pertinent details are on file under project no. 2714.

RAM Aircraft, Limited Partnership, P.O. Box 5219, Waco, Texas 76708 CRS VA1R551K

	SUB-TOTALS this page
	TOTALS—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME				K PERFORMED— PERSON PERFORMING WO	RK
				TOTALS	brought forward from	previous pa	ge	
Make:	CES	SNA	Mo	del:	421C		Date::	7/7/2006
Registra				rial #:	421C-1213			
Tach:	121.			tal Hours	. 0			
Resea	I both brake has been in orthy conditi	calipers us	renaired in a	accordan	32 o-rings bleed and ce with Federal Avia d and is herby retur	ned to serv	em operation. I certify tions and determined ice.	y this I to be
FAA REPA	O WHEEL AND AIR STATIO eet, Montel		VICE CORP.	lodel: lerial # otal H	ours: 0	his engine h	Date::	9/11/2
onent:		RCRAFT		■leral A	viation Regulations	and determ	ined to be in airworth	y condition
ıfacturer	Mari	dos		arby r	eturned to service.			
e: Size:	1.00	<u>lor</u>		-		A	& P: 2226812	
	WUU.	Q To	0 6					
ating:	0	Тур	De: K. 3	_{_		_		
Number:	713	2100	54X	l:	421C		Date::	9/28/2006
red and in Regulation n to servic nent detail	spected in a is and was f e.	ound airwoi air are on fil	with current thy for	15-0 en r	tall newCondor tire tube, Install new P/I epaired and/or inspe	N LM29749- ected in acco	0542 repaired at CRS 20629 Bearings and lordance with current I ork performed and is h	LM- Federal
ŧ						A & P:	2226812	
:/-	MAY 8	1 2006		_				
ed: 3	mos	 1		5.2				_
- - -	TER REPI VOL 2. REPI 8390 OC8 3. SER	MINAL BLC LACED NOI TAGE REGI LACED A/C 3 S/N 09415 R986J WO# VICED O2 A TALLED NE	OCK IN STUB SE FILTER P ULATOR PAI REC-DRYEF 12380 AND C 24798/4187, S ND N2.	WING. /N 76219 RALLELI R P/N 991 CONDENS SERVICE	-1 AND FIELD FUSE NG CIRCUIT OK. 0157-5, FITTINGS P/	DAMAGED EP/N MDX3 N 6C6X-S, C S/N ACS-24 -12 OPS CHI	OWIRES AS NEEDED. O CHECKED COMPRESSOR P/N 798 REPAIRED BY RECKED OK.	_
	TEPHEN R. 885669A&P	ERICKSEN	NORT	H TEXAS	S AIRCRAFT SERVI	CES, INC.	WO# 3284	-
2	00000							

TOTALS—Carry forward to next page

Page No. TOTAL TOTAL TACH OR TIME RECORDING METER TIME DESCRIPTION OF WORK PERFORMED-DATE SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK SERVICE OVERHAUL Make: **CESSNA** 421C Model: Date:: 2/10/2007 Registration: N876DS Serial #: 421C-1213 Tach: 344.5 Total Hours: 3179.5 Inspect exhaust system both engines per AD# 2000-01-16 par (b) visual inspection no defects found due again in 50hrs. I certify this aircraft has been inspected and/or repaired in accordance with current Federal Aviation Regulations and has been determined to be in airworthy condition and is hearby returned to service with respect to work performed. Joseph Brown A & P: 2226812 FLITE ELECTRONICS, INC. 4786 AIRPORT PKWY ADDISON, TX 75001-3363 DG2R767K LOG ID# 2286 05-February-2007 WO# 13375/1 REF# 13375 Document# FL13 AC TT 841.0 N876DS S/N 421C1213 CESSNA 421C Pg 1/3 **** ITEM # 13375-1 AUTOPILOT ****
DISCREPANCY: Autopilot erratic and then disconnects.
Model: 800B/IFCS Part#: 800B/IFCS
ACTION: Removed autopilot computer (task 2), controller (task 4), mode selector (task 3) from aircraft for bench check. Reinstalled components in aircraft after bench check/repair. Autopilot system does not engage. Traced problem to no interlock voltage from computer. Found -10 vDC output loaded down to -2.2 vDC. Isolated problem to HSI -10 vDC excitation output. Removed HSI, computer -10 vDC returned. Checked HSI on bench, confirmed problem (task 5). Reinstalled HSI in aircraft after instrument shop repair. Autopilot system ramp check normal. Performed flight check of autopilot. Found aircraft dives when altitude hold engaged. Traced problem to altitude sensor, removed altitude sensor for repair (task 6). Reinstalled sensor after repair. Autopilot system ramp check normal. **** ITEM # 13375-2 AUTOPILOT COMPUTER ****
DISCREPANCY: Autopilot inop.
Model: CA550A/FD Part#: 42680-0004 Serial#: 8726
ACTION: Bench checked autopilot computer, found power supply inop. Found corrosion around power supply to motherboard connection. Cleaned circuit boards. Capacitor AliAl C2 open, replaced cap. Power supply now normal. Pitch circuits cross blanking. Aligned A8 card, PWM circuits normal. Autopilot computer function check normal. **** ITEM # 13375-3 MODE SELECTOR ****
DISCREPANCY: Autopilot does not engage.
Model: S-550A Part#: 42710-0000 Serial#: 2010 FLITE ELECTRONICS, INC. 4786 AIRPORT PKWY ADDISON, TX 75001-3363 DG2R767K LOG ID# 2286 05-February-2007 WO# 13375/1 REF# 13375 Document# FL13 AC TT 841.0 S/N 421C1213 CESSNA 421C Pg 2/3 N876DS ACTION: Ran Mode Selector with autopilot system on bench. No problems found. All checks normal. **** ITEM # 13375-4 AUTOPILOT CONTROLLER ****
DISCREPANCY: Autopilot does not engage.
Model: 41780-1128 Part#: C-830FD Serial#: 1269
ACTION: Ran controller with autopilot system on bench. No problems found. Controller checks normal. **** ITEM # 13375-5 HSI ****
DISCREPANCY: Autopilot does not engage.
Model: IG-895A Part#: 520137-2331 Serial#: 1-8652 B
ACTION: Confirmed HSI loads down autopilot computer -10 vDC output. Shipped HSI to instrument shop for repair. **** ITEM # 13375-6 ALTITUDE SENSOR ****
DISCREPANCY: Aircraft nose dives when altitude engaged.
Model: AS-895A Part#: 44400-0002 Serial#: 7480
ACTION: Bench checked altitude sensor, confirmed down output when engaged. Traced problem to bad altitude capsule assembly. Replaced capsule assembly s/n 6858 with serviceable exchange capsule assembly s/n 1553. Altitude sensor bench check normal.

FLITE ELECTRONICS, INC. 4786 AIRPORT PKWY ADDISON, TX 75001-3363 DG2R767K LOG ID# 2286 05-February-2007 WO# 13375/1 REF# 13375 Document# FL13 AC TT 841.0 N876DS S/N 421C1213 CESSNA 421C

The aircraft identified was repaired and/or inspected in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to work performed.

miss

2-5-07

Pg 3/3

North Texas Aircraft Service

Discrepancy Sheet

Page 1 of 3 WO # 3284

ISTOTICE	
usto	

RITE WAY AIRCRAFT CHARTER INC.

Total Time HM 335.2

N # _ 87	6DS	Model	Cessna 421C	Serial # _421C1213
				=
Item #	Discrepancy: Smoke in	cockpit.		
1	Discrepancy.	•		
Corrective	Action: Removed cock	pit interi	or and R/H engine	e cowlings and found battery master
switc	h ground wire melted	off insula	tion. Found R/H	alternator shielded field wire
from-	R/H voltage regulator	'to termin	nal block in R/H s	stub wing shorted from center
condu	ctor to shield. Four	d R/H alte	ernator noise filte	er wire shorted to ground and
insul	ation melted off R/H a	lternator	field fuse blown	and incorrect Time
		**COI	NTINUED BELOW	
Performed l	y:		Cert	Date
	y:			
mspected 0	,			
Item #	Discrepancy:	**ITE	4 #1 CONTINUED	
Corrective	Action: fuse installed.	Removed a	nd replaced master	switch ground wire from switch
to g	ound block with 20 ga	auge wire.	Removed and repl	laced R/H alternator shield
	from R/H voltage regu	laor to R	H terminal block	in stub wing. Removed R/H heat
eych	enger to gain access t	o wire.	Installed new 18 g	guage shielded wire. Removed and
renla	aced several sections	of damage	d 20 guage wire th	nat was adjacent Time
		**CONT	INUED BELOW	
Performed b	y:		Cert	Date
Inspected by			Cert	Date
inspected of				
	Disessanancy:	**ITEM	#1 CONTINUED	
Item #	Discrepancy:			
Corrective	Action: to shielded	wire. In	stalled 1 each MD	X3.0 fuse in R/H alt. field fuse
	Action.	aft and R/	H alternator. OP	S check OK. L/H & R/H alternator
noid	lator paralle	L check OK	 Re-installed R 	/H heat exchanger and alleralt
	11 1 - 2 - 211	noise filt	er on R/H alterna	tor P/N 76219-1.
inte	rior. Installed new			Time 47.25 hrs.
	11/1/11/	,	G . ACD 206/	
Performed b	y: Mintel Miles		Cert A&P 3064	
Inspected by	Y: MANUS AMBREEN	_	Cert. <u>A&P 2896</u>	038 Date 12-15-06

North	Texas Aircraft Servic
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Discrepancy Sheet

Page 2 of 3

		WO # _3284
	USTOTIES RITE WAY AIRCRAFT CHARTER INC.	Total Time HM 335.2
	N # 876DS Model Cessna 421C	Serial # 421C1213
		1
	Item # Discrepancy: No Freon in A/C.	
l	Corrective Action: Leak check A/C system. Found and corr	rected leaking fitting at Co-Pilot's
	evaporator. Found leaking fittings in receiver drye	er. Incorrect receiver-dryer installed.
ŀ	Installed new receiver-dryer P/N 9910157-5 with corn	rect 90° fittings P/N 6C6X-S.
ŀ	Found compressor leaking. Removed and replaced comp	pressor P/N 83903 s/n 09415 12380.
ŀ	Condensor coil leaking. Removed condensor coil for	repair. Time
٠	**CONTINUED BELOW	Date
	Performed by: Cert	
	Inspected by: Cert	Date
	Item # Discrepancy: **ITEM #2 CONTINUED	
	Corrective Action: Installed repaired condensor P/N 51540	049-34 s/n AGS-24798. Condensor
L	repaired by AMERICAN COOLER SERVICE, INC. Repair St	
	W.O. #24798/4187. Pressurized and leak checked A/C	system. Leak check OK. Serviced
	A/C system with 4.5 lbs. of R-12 Freon. OPS check C	OK. Tightened loose wires on A/C
	switch behind instrument panel.	Time 23.75 hrs.
ı	Performed by: Cert. A&P 3064	4481 Date 01-04-07
	Inspected by: Cert. A&P 2896	Date 01-04-07
	<i>V</i>	

	Discrepan												77			
3																_
Corrective	Action:	Jacked	up a	ircraft	and h	ooke	d up	hydra	ulic	mule.	Per	forme	d gear			
retr	action and	found	prot	ective	coatin	g on	nose	gear	door	trape	se 1	rubbed	off a	nd mak	ing	
	ing noise															
tran	eze and OP	S check	OK.	Servi	ced hy	drau:	lic r	eserv	oir.							

Noise under Co-Pilot's floorboards during gear retraction.

North Texas Aircraft Service

Discrepancy Sheet

Page 3 of 3

	WO #3284
uscome RITE WAY AIRCRAFT CHARTER INC.	Total Time HM 335.2
N #876DS ModelCessna 421C	Serial #421C1213
Item # Discrepancy: Service N ²	
4	
Corrective Action: Serviced emergency air bottle with Nitroger	n to green arc.
	Time _0.25 hr.
Performed by: Cert. A&P 3064481	Date 12-11-06
Inspected by: Cert. A&P 2896038	Date 12-11-06
Item # Discrepancy: Service 0 ²	
5	
Corrective Action: Serviced 0 ² to 1850 PSI	
	Time 0.50 hr.
Performed by: Market School Cert. A&P 3064481	Date 12-12-06
Cort ASP 2896038	Date 12-12-06
Inspected by:	
Item # Discrepancy: 4 Camlocs missing from battery access p	panel.
6	
Corrective Action: Installed 3 each Camlocs P/N 2700-7 and 1 e	each Camloc P/N 2700-4 and
14 each Camloc washers P/N 2600SW2.	
	Time 0.75 hr.
erformed by:CertA&P 3064481	Date 12-12-06
Cert. A&P 2896038	Date12-12-06

			_	ALT. P/N: 15	A.301A			
FI ITE =	LECTRON	IICS Im-	ARL		305C			Trough
478	6 Airport Par	kway	0 ()			-		
	ldison, TX 75		the			WORK PERFO	ORMED-	- 1
EAA CEDT	DEDAID OT		7)	^ -	0404	OF PERSON	PERFORMING WOR	K .
FAA CERI.	HEPAIR STA	. DG2R767K	, 0	W/O# 0 /	70404	A STATE OF THE PROPERTY OF THE PARTY OF THE		
			ALTITUDE	ALTIMET	ER READS	FR683J		1
Customer 6	IKIS TON		FEET	UP	TOLERANCE	ER AND STA	TIC	7
Appliance P			12,000	11995	± 90) BY FAR 91.		1
Part # 422		0	14,000		± 100	CCORDANC		1 1
Serial # 15			16,000		± 110	IMETER WA		
Reason For Re		P	18,000	15005	± 120	TON_4		
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This A I			22,000	22055	± 140	1220 N	0. <u>070404</u> FOR	
This Appliance			25,000	25050	± 155	C.R.S	. No. R2FR683J	
Checked	C 215 C 215 C	Repaired	30,000	-	± 180	1		
☐ Overhau	ıled 🛩	Calibrated	35,000		± 205	NDER MAKE		1 1
			40,000		± 230	TED AS REC	NSTALLED IN	
32	nh	-	45,000		± 255	WITH FAR		
echnician (119		50,000		± 280		ACH 392.5	_
		FL2	d.			EST ARE ON	FILE	
			m sumpa.			WORKORDER NO		
			sature lock	DATE 4/1	SIGNE	7 200	FOR 5. No. R2FR683 J	
			8	WRISTON A	AVIATION	O C.H.S	. NO. HZPH083J	
		18.75.2.2.2.2	340610					
1		WISE						
	CESSN	A	Model:	(214)212-04 421C		Date::	4/1	3/2007
Make: Registration	: N876D5	A S	Model: Serial #: Total Hou	421C 421C-12 rs: 3204.6	213			
Registration Fach: Annual inspection Gay 2.5 logbod Good due age months, left beam inspection Gay 3.5 logbod Good due age months, left Geam inspection Gay 3.5 logbod Good due age months, left Geam inspection Gay 3.5 log Ga	392.5 ection perfok entry regain in 50h sent for rection check (f) not apprestallation 1 Found in 5 no leak und due a all new EL ir wiring to anel, Installation 21263 sent entry missing ver P/N C166 real Aviation respect to	formed, AD' effects currenters, Par (c) the epair/overhale epair/overhale epair overhale epair in 300 T battery Poleft landing Il new P/N 7 hydrostatic oxygen both vice and rei fortex gener 6011-0106, en Regulatio work perfor en Brown	Model: Serial #: Total Hours is checked through thobbs and time tailpipe removal and at CRS# BG2 are again in 500 hours again in 600 hours again in 100 hours, C/W FAF/N 00-60-62 explight ops check at CRS# the P/N C166001 install due again rators, Install new I certify this aircons and is deterning the control of the con	421C 421C-12 rs: 3204.6 gh BW2007- nes. C/W AD and inspection R715K under nours, Par (enterpretainly) amps not instruction urs, C/W AD ours, C/W AD ours, C/W AD ours, C/W AD ours, C/W AD ours, C/W AD iration date 5 good, Replator on right alt UY1R549K to 1-0813 S/N 4 in 6 years. In w P/N RA-B3 traft has been	213 -07. Note: Hobel 2000-01-16 on right founder WO# IIA82 or WO# IIA82 or WO# 25-08 for WO# 21-25-08 for WO# 21-25-08 for WO# 21-25-18 for hydronstall new P/N 3-5-1 vacuum in inspected ar	obs ran on jacks par (b) visual inservicable due again in 500 eck checks good me, Par (g) due 9-13 fuel float valuel regulator/shid check of ELT of the P/N AM10673 plate right lower ove gear blowdout 1262 service and ostatic check at MS29513-338 relief filters, Instind/or repaired in	was 369.6 now spection found again in 12 ohrs, Par (d) end due again in 1 at 2500 hours of alve inspection putoff per SB# Alber SB# MEB91 due again in 12 at 2500 hours of acelle aft own bottle P/N of reinstall due CRS# UY1R54 fuel cap o-rings all new oxygen accordance with arrow returned to the serious serious accordance with a specific accord	gine 2 or 12 per7 air 9K
Registration Fach: Annual insponses B92.5 logboor Good due agenonths, left Dearn inspection Fach Section Fach	392.5 ection periok entry regain in 50h sent for rection check (f) not apprestallation 1 Found in 5 no leak und due a all new EL ir wiring to anel, Installation 21263 sent missing version P/N C16 eral Aviatio respect to	formed, AD' effects currenters, Par (c) the epair/overhale epair/overhale epair overhale epair in 300 T battery Poleft landing Il new P/N 7 hydrostatic oxygen both vice and rei fortex gener 6011-0106, en Regulatio work perfor en Brown	Model: Serial #: Total Hours is checked through thobbs and time tailpipe removal and at CRS# BG2 are again in 500 hours again in 600 hours again in 100 hours, C/W FAF/N 00-60-62 explight ops check at CRS# the P/N C166001 install due again rators, Install new I certify this aircons and is deterning the control of the con	421C 421C-12 rs: 3204.6 gh BW2007- nes. C/W AD and inspection R715K under nours, Par (enterpretainly) amps not instruction urs, C/W AD ours, C/W AD ours, C/W AD ours, C/W AD ours, C/W AD ours, C/W AD iration date 5 good, Replator on right alt UY1R549K to 1-0813 S/N 4 in 6 years. In w P/N RA-B3 traft has been	213 -07. Note: Hobel 2000-01-16 on right founder WO# IIA82 or WO# IIA82 or WO# 25-08 for WO# 21-25-08 for WO# 21-25-08 for WO# 21-25-18 for hydronstall new P/N 3-5-1 vacuum in inspected ar	obs ran on jacks par (b) visual inservicable due again in 500 eck checks good me, Par (g) due 9-13 fuel float valuel regulator/shid check of ELT of the P/N AM10673 plate right lower ove gear blowdout 1262 service and ostatic check at MS29513-338 relief filters, Instend/or repaired in addition and is he	was 369.6 now spection found again in 12 ohrs, Par (d) end due again in 1 at 2500 hours of alve inspection putoff per SB# Alber SB# MEB91 due again in 12 at 2500 hours of acelle aft own bottle P/N of reinstall due CRS# UY1R54 fuel cap o-rings all new oxygen accordance with arrow returned to the serious serious accordance with a specific accord	gine 2 or 12 per7 air 9K
Registration Fach: Annual insponses B92.5 logbor Good due age months, left beam inspection MEB93-10R 107A section For cracks for months, instraction Figure 1074 Section Figure 1074 Secti	392.5 ection periok entry regain in 50h sent for rection check (f) not apprestallation 1 Found in 5 no leak und due a all new EL ir wiring to anel, Installation 21263 sent missing version P/N C16 eral Aviatio respect to	formed, AD' effects currenters, Par (c) the epair/overhale epair/overhale epair overhale epair in 300 T battery Poleft landing Il new P/N 7 hydrostatic oxygen both vice and rei fortex gener 6011-0106, en Regulatio work perfor en Brown	Model: Serial #: Total Hours s checked through thobbs and time tailpipe removal and the time again in 500 hours again in 600 hours again in 100 hours, C/W FAF/N 00-60-62 explight ops check at CRS# tile P/N C166001 install due again rators, Install new I certify this aircons and is determined.	421C 421C-12 rs: 3204.6 gh BW2007- nes. C/W AD and inspection R715K under nours, Par (enterpretainly) amps not instruction urs, C/W AD ours, C/W AD ours, C/W AD ours, C/W AD ours, C/W AD ours, C/W AD iration date 5 good, Replator on right alt UY1R549K to 1-0813 S/N 4 in 6 years. In w P/N RA-B3 traft has been	213 -07. Note: Hobel 2000-01-16 on right founder WO# IIA82 or the talled at this time control of the talled at	obs ran on jacks par (b) visual inservicable due again in 500 eck checks good me, Par (g) due 9-13 fuel float valuel regulator/shid check of ELT of the P/N AM10673 plate right lower ove gear blowdout 1262 service and ostatic check at MS29513-338 relief filters, Instend/or repaired in addition and is he	was 369.6 now spection found again in 12 ohrs, Par (d) end due again in 1 at 2500 hours of alve inspection putoff per SB# Alber SB# MEB91 due again in 12 at 2500 hours of acelle aft own bottle P/N of reinstall due CRS# UY1R54 fuel cap o-rings all new oxygen accordance with arrow returned to the serious serious accordance with a specific accord	gine 2 or 12 per7 air 9K
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TAIL TACH	NO N 8 - H. TIME- 3 - A - A - A - A - A - A - A - A - A	Althorn: Transport Transport Functions let anny State: is	ARE GALLISTELL	WRISTON AVIATION C.R.S. No. R2 C.R	FR683J D IN 2.5
	hed so	.o. RQ	3540610	WRISTON AVIATION C.R.S. No. R2	FR683J
				(214)212-0499	
	CESS ion: N876I 392.5		Model: Serial:		4/13/2007
22.5 log bod due onths, I earn ins onths, I ears afte EB93-1 07A sec oracks onths, i ters, Re spection 210154 gain in S der Wi eplace 2 apillary t	aspection per phook entry e again in 50 left sent for spection che Par (f) not a er installation 10R1 Found ction 5 no le is found due install new for epair wiring in panel, Install new for panel, Install new for syears, Ser O# 21263 s 2ea missing tube P/N Contraction for ederal Avia with respect	reflects curronrs, Par (c) repair/overflecked good applicable mon of overhal in limits dutaks noted deagain in 30 ELT battery to left landir stall new P/N or hydrostating oxygen between and regional 11-010 fer	D's checked the rent hobbs and tailpipe remonaul at CRS# Edue again in 5 ulti segmented uled or new exe again in 600 ue again in 100 hours, C/W P/N 00-60-62 ug light ops check at CR ottle P/N C166 einstall due agerators, Install 6, I certify this tions and is de	rough BW2007-07. Note: Hobbs ran on jacks was 369 times. C/W AD# 2000-01-16 par (b) visual inspection val and inspection right found servicable due again in 2G2R715K under WO# IIA82 due again in 500hrs, Par (d) hours, Par (e) pressure check checks good due again clamps not installed at this time, Par (g) due at 2500 haust system. C/W AD# 95-09-13 fuel float valve inspendings, C/W AD#2004-25-16 fuel regulator/shutoff per 20 hours, C/W AD# 91-25-08R1 par (a)(d)(3) per SB# Normal Park (d) inspection and check of ELT due again expiration date 5/09 Install new P/N AM106735EA index (d) good, Replace broken nutplate right lower nacelle action on right alternator, Remove gear blowdown bottle S# UY1R549K under WO# 21262 service and reinstal 2001-0813 S/N 44447 for hydrostatic check at CRS# Upain in 6 years. Install new P/N MS29513-338 fuel cap and present the seen inspected and/or repaired in accordance remined to be in airworthy condition and is hearby returns.	(d) engine ain in 12 hours or 12 ection per SB# A- MEB91-7 in 12 uction air aft e P/N I due Y1R549K o-rings, xygen nce with
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				SUB-TOTALS this page	
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	Page No				- 71. c. sala		0	1/5/	El Consequence queries	
(2)	DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME		EQUIPM	BLE PARTS TA BACON BENT COMPANY	AG3 &	MED— RFORMING WO	
	Make: Registration	CESSN on: N876D		Model: Serial	#: "	2709 NO AECO DALL FAA REPAIR	ORTH BECKLEY AS, TX 75208 STATION UY1R54	9K	5/	21/2007
	Clean insp	pect and repance with cu	6.00X10 8F ack bearing	Total Hexhaust visual PR Goodyear is check brakal Aviation Re	ew l	make the unit manual. Time no OVERHAULED checked, wom zeroed per manu	HYDROTESTED - Unit specifications, inspected, r INSPECTED & WEIGHT CHECKED - Whe a functional test		urs, Change S/N 703700 and/or repai t to work	38,
	[LOG ID# 2454 N876DS S/	N 421C1213	per-2007 WO#	# 11! #21!	len one or several defective parts are replated to the control of	IO. YEDY YDROTESTED - Unit is hydrostatically tested to applications, inspected, rerated as required. WSPECTED & WEIGHT CHECKED. ECHARGED - refilled with agent per applicable specifications functional test.	ESH BOTH	0 Pg 1 / 2	
	M A A a a a R F F I	odel: GNS-53 CTION: Remove AAS upgrade fter upgrade ccordance wi emoved GA-56 lew aircraft ist. See 337	OW PART#: 01 ed GNS-530 fr under RMA # w . Installed th Garmin STC GPS antenna for GPS cert for details.	30 WAAS UPGRAI 30 to WAAS. 1-01064-40 s om aircraft. 4019062. Reco GNS-530W in a SA01933LA upg and installed ification, sys	eri Shi eiv irc gra GA	placed to test per all parts ad. Time	cable	n ev a e	actory for factory in B. doubler. quipment	
	D M H 1 1 T A	ISCREPANCY: 0 odel: IG-859 CTION: Troub SI model IG8119B. Cal	Glideslope fl Part#: 5201 leshot glides 859 p/n 52013 ibrated OBS t	ag inop, NAV 1 37-2331 Seria lope flag, cor 7-2331 s/n 1-8 o GNS-530. HS	Mor inche	cted in accorda	problem to bad change IG-859 p/o unce with current service with res	r Federal A	viation	
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		OG ID# 2454 N876DS S/I	N 421C1213	er-2007 WO#	11947/1 21C	ADDISON, TX 75 REF# 11947 Do	001-3363 DG2R ocument# FL13	767K AC TT 535.0	Pg 2 / 2	
	4					1010		Date		9/27/2007
4	Tach:	538 overhauled 13727 ops a	.2 Dry air pum and leak chec current Fede	Tot p on right eng	ial #: al Hours: gine P/N led, I cert Regulation	441CC S/N 13 tify this aircraft ns and is hear	3727 overhaule thas been insp by returned to s A & F	Date:: d at CRS# ected and service wit	th respect to	under
					TOTALS	—Carry forward	to next page			



reverse apis MSS The component identified on

Page No. TOTAL TOTAL TACH OR RECORDING METER TIME DESCRIPTION OF WORK PERFORMED-DATE SINCE SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK SERVICE OVERHAUL **CESSNA** Make: Model: 421C Date:: 5/21/2007 Registration: N876DS 421C-1213 Serial #: Tach: 456.9 Total Hours: 3264.6 C/W AD# 200-01-16 per par (b) exhaust visual inspection no defects found due again in 50 hours, Change both main gear tires Install 6.00X10 8PR Goodyear Flight Custom III tires Left S/N 70370078 Right S/N 70370038, Clean inspect and repack bearings check brake wear. I certify this aircraft has been inspected and/or repaired in accordance with current Federal Aviation Regulations and is returned to service with respect to work performed Joseph Brown A & P: 2226812 FLITE ELECTRONICS, INC. 4786 AIRPORT PKWY ADDISON, TX 75001-3363 DG2R767K LOG ID# 2454 07-September-2007 WO# 11947/1 REF# 11947 Document# FL13 AC TT 535.0 Pg 1/2 S/N 421C1213 N876DS **CESSNA** 421C **** ITEM # 11947-1 GNS-530 WAAS UPGRADE ****
DISCREPANCY: Upgrade GNS-530 to WAAS.
Model: GNS-530W Part#: 011-01064-40 Serial#: 78410517
ACTION: Removed GNS-530 from aircraft. Shipped GNS-530 p/n 011-00550-10 s/n:78410517 to factory for WAAS upgrade under RMA # W4019062. Received GNS-530W p/n 011-01064-40 s/n:78410517 from factory after upgrade. Installed GNS-530W in aircraft. Configured unit. Inspected installation in accordance with Garmin STC SA01931LA upgrade Installation Manual p/n 190-00352-06 1-07 Rev B. Removed GA-56 GPS antenna and installed GA-35 GPS antenna using existing approved antenna doubler. Flew aircraft for GPS certification, systems checked normal. Revised weight, balance and equipment list. See 337 for details. **** ITEM # 11947-2 GLIDESLOPE ****
DISCREPANCY: Glideslope flag inop, NAV flag sticking.
Model: IG-859 Part#: \$2D137-2331 Serial#: 1-81198
ACTION: Troubleshot glideslope flag, confirmed problem. Traced problem to bad flag meter. Replaced
HSI model IG-859 p/n 52D137-2331 s/n 1-8652B with overhauled exchange IG-859 p/n 52D137-2331 s/n
1-8119B. Calibrated OBS to GNS-530. HSI ramp check normal. The aircraft identified was repaired and/or inspected in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to work performed. FLITE ELECTRONICS, INC. 4786 AIRPORT PKWY ADDISON, TX 75001-3363 DG2R767K LOG ID# 2454 07-September-2007 WO# 11947/1 REF# 11947 Document# FL13 AC T Document# FL13 AC TT 535.0 S/N 421C1213 **CESSNA** Pg 2 / 2 N876DS 421C MARK PLEDGER for Flite Electronics DG2R767K 9/27/2007 Model: 421C Date: CESSNA Make: Serial #: 421C-1213 Registration: N876DS Total Hours: 0 538.2 Tach: Install overhauled Dry air pump on right engine P/N 441CC S/N 13727 overhauled at CRS# H7YR030Y under WO# 13727 ops and leak checked as needed, I certify this aircraft has been inspected and/or repaired in

accordance with Current Federal Aviation Regulations and is hearby returned to service with respect to work performed.

David Imfeld

A & P: 2701698



J. 50 Page No. TOTAL TOTAL TACH OR RECORDING TIME DESCRIPTION OF WORK PERFORMED-DATE SINCE METER SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK SERVICE **CESSNA** 421C Make: Model: Date:: 2/13/2008 Registration: N876DS Serial #: 421C-1213 Tach: 639.5 Total Hours: 3474.5 Install new squat switch P/N 622EN18-6 left main ops check good, I certify this aircraft has been inspected and/or repaired in accordance with current Federal Aviation Regulations and is returned to service with respect to work performed. Seth Dunn A & P: 539111687 Johnson Aviation Date: 5/1/08 HM: 689.7 353 Airport Rd. ATT: 3497.4 Tyler Texas 75704 N 876DS Acft.Log Performed an annual inspection and accomplished the following: 1. Installed a new bulb in the ice detection light PN 3V-138S. 2. C/W FAR 91.207(d) on the ELT, next battery due 5/09. 3. Removed the hydraulic filter assy. on the right engine and installed all new O-rings. 4. Installed new hydraulic filters PN AN6235-2A on both sides. 5. Installed a new lift detector PN 186-8. 6. Installed new brake linings on both mains PN 066-06600. 7. Repaired a broke wire on the left prop de-ice at the brush block. 8. Charge the A/C with R12 Freon. 9. Replaced the A/C hydraulic with a new filter PN AN6235-3A 10. C/W AD 91-25-08r1 par (a)(d)(3) per SB MEB91-7, no cracks noted. 11. Remove loose patches on the right wing boot and patch holes. 12. See complete AD list in the log folder. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition. Rex Johnson A&P3129314IA Oxygen bottle hydro test due 4/2013 Gear bottle hydro test due 4/2012 Ifr Cert due 4/2009 Clear Star Aviation 4765 Frank Luke Drive Addison, TX 75001 (972) 267-2376 Date: 7/24/2008; Aircraft: N876DS; Type: Cessna 421C; S/N: 421C1213; Hobbs: 798.5; Engine 1 Type: GTSIO-520 M1N, S/N: 623572-R; Engine 2, Type: GTSIO-520 M0N, S/N: 243140-H The Aircraft Cabin was pressurized to check for leaks. Two damaged hoses were found and replaced with new hoses, P/N CM3211-10B38.0 (outboard of heat exchanger), and P/N CM3213-10-120.0 (inboard of heat exchanger). The system was run again and functioned normally. The nose tire was replaced with a new tire, P/N 301-002-006, and a new tube, P/N 600.6. The wheel bearings were cleaned, inspected and re-packed. THE PREVIOUSLY DESCRIBED WORK WAS PERFORMED AND INSPECTED IN ACCORDNCE WITH CURRENT RULES OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE. SIGNATURE: _

TOTALS—Carry forward to next page

Russell Martin A&P 2798096 IA

DA

FLITE ELECTRONICS, INC. 4786 AIRPORT PKWY ADDISON, TX 75001-3363 DG2R767K LOG ID# 2860 11-February-2009 WO# 14618/1 REF# 14608 Document# FL13 AC TT 971.8 S/N 421C1213 N876DS **CESSNA** 421C

Pa 1 / 1

**** ITEM # 14618-1 GNS-530w **** DISCREPANCY: Update Main and GPS software.

Model: GNS-530W Part#: 011-01064-40 Serial#: 78410517
ACTION: Performed software update in accordance with Garmin Service Bulletin 0848 Rev A. Updated Main software to version 3.20 and GPS software to version 3.2. Complete check of GNS-530W normal. Removed GNS-530W AFM Supplement p/n 190-00357-63 Rev B 12/21/2006 and installed FAA approved AFM Supplement p/n 190-00357-03 Rev A 11/20/2007 in aircraft flight manual.

The aircraft identified was repaired and/or inspected in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to work performed.

2-11-09.

51,6

Clear Star Aviation LLC 4765 Frank Luke Dr., Addison, Texas 75001 972-267-2376 FAA CRS 5CSR009B

N876DS Cessna 421C S/N 421C1213 03-02-2009 Hobbs 973.1 Total Time 3756.5. Work Order: 112026

3808.

This Aircraft was inspected in accordance with an Annual inspection; FAR Part 43 Appendix D in scope and detail to items applicable to this

aircraft and the Cessna 421C Series Maintenance Manual, P/N D2515-22-13 (AF) and revisions, Chapter 2. The ELT Inspection and Operational test was complied with in accordance with FAR 91.207(d). The ELT battery, Merl P/N BP1020, expiration date is March 2011. The Induction filter elements, P/N AM106735EA were replaced in accordance with Donaldson document number P469075 Revision 2 to comply with AD 84-26-02. The filter replacement time and dates are recorded in the Aircraft AD Summary. The main tires and tubes, L/H tire 6.50-10, 10 ply, type R1, S/N 7113W00284, W/O # 82036, Date 8/19/08, R/H tire 6.50-10, 10 ply, type R1, S/N 6258W00456,

W/O 82023, Date 8/26/08 and tubes, size 650-10, were replaced with owner/operator supplied parts.

The main gear brake disks, P/N 164-20306, shims, P/N 068-03100, and linings, P/N 066-06600, R/H grease seal, P/N 154-03000, R/H caliper "O" rings P/N MS28775-132 were replaced after cleaning and inspection. The brake hydraulic system was bled and inspected for proper operation. The L/H gear well hydraulic extension line, P/N 5927120-37, was fabricated and installed using 5052-0-6 tubing. The L/H hydraulic line, P/N 5100111-53, was replaced. The packings, seals, check-balls, and back up ring in the R/H main up-lock actuator were replaced due to internal corrosion and pressure leakage. The gear hydraulic system was serviced with MIL 5606 hydraulic fluid and the gear retract system was cycled and inspected for proper operation and any hydraulic leaks. AD 2000-01-16, exhaust inspection, L/H and R/H was complied with. Slip joint hardware, turbo exhaust V-clamps, and wastegate gaskets on both L/H and R/H exhaust systems were replaced in accordance with the requirements of AD 2000-01-16.***See the attached AD summary for recurring time requirements required by this AD***. AD 2004-21-05, Combustion cabin heater pressure decay inspection, was complied with. The heater exhaust pipe was re-sealed. AD 2004-25-16 R1, cabin heater fuel regulator shut-off valve, was complied with. ***See the attached AD summary for recurring time requirements required by this AD***. The L/H cabin warm air heat cable, P/N 5117239-60, was replaced in conjunction with the cabin heater inspection. The emergency exit placard, P/N 5111566-6, and cover assembly, P/N 5111550-16, were replaced. The L/H and R/H propeller governor cable support brackets, P/N 5055001-4, were replaced. The marker beacon lights were placarded as "INOP". Note: The installed Garmin audio panel has integrated marker beacon lights. ***See the attached AD summary for recurring time requirements required by this AD***. The R/H engine forward baffle bracket was repaired by fabricating, alodining, and painting a doubler using 2024-T3 .040 stock. The main ship battery and battery box was removed, repaired and reinstalled replacing the drain mast, P/N 5118419-2. All flight controls, flight control cables and the nose gear steering linkage were re-rigged in accordance with the Cessna Maintenance Manual Chapter 5-00 thru 5-50. All fuel was removed from the aircraft. The fuel selectors, P/N 99120201-1, L/H SN 4793 and R/H SN 4372, the L/H cross-flow valve, P/N 9910201-3, SN 014309 and the R/H cross-flow valve, P/N 9910201-2, SN 014409 were removed, re-installed and re-rigged after overhaul and bench check by The Aviation Group, Peachtree City, GA. The fuel filter bowl assembly was re-installed. The L/H fuel tank was cleaned and flushed to remove FOD. The R/H fuel cross flow line, P/N 5100110-204, was replaced due to bending damage. The R/H engine cross feed fuel supply line, P/N 5100111-57, was replaced. Fuel quantity wiring was re-pined and the connectors, P/N PTO6CE-8-2S, were replaced due to faulty gauge readings. The L/H fuel selector gear box assembly, P/N 1M2-15, and fuel selector knob kit, P/N B9-61-1 were replaced. The fuel capacity placards on both main fuel tank filler ports were replaced with OEM placards. The terminals on the cabin pressurization switch were cleaned and re-soldered. The O2 post light lamp, P/N GE 327, was replaced. The R/H tach generator was replaced with an owner/operator supplied part; see 8130-3. A de-ice fluid line was replaced using 5052-0-6 tubing. The cabin door seal was re-installed in the retaining track. The cable pressure seals were lubed as needed with A/S 22 lubricant. The R/H engine manifold drain valve, P/N 1H19-5, was replaced. AD91-25-08R1, the spar upper cap inspection was complied with. Next recurring inspection is due at aircraft TT 4056.5. The outboard rib and doubler on the L/H wing was replaced due to damage, and inside of the L/H fuel tank was cleaned. The rib, doubler, forward fuel cover and previously removed de-ice boot were cleaned, sealed and re-installed. The Tachometer generators, LH P/N EM8000, S/N 6022, RH P/N 22A667, S/N 1268 were installed after overhaul by CRS TM2R192L. The propeller governors, P/N DCFS290D-T6, L/H S/N 950230, R/H S/N 900097, were installed after overhaul by CRS WN1R590K. The aircraft was run-up for a magneto check in accordance with TCM SB 653, aircraft systems check and inspected for any fluid leaks. All Airworthiness Directives were researched, complied with, recorded and added to the permanent Aircraft records.

Russell Martin_ FAA CRS 5CSR009B

DATE	TOTAL TIME IN SERVICE	* TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFOR SIGNATURE & CERTIFICATE NO. OF PERSON PE	
				Clear Star Aviation LLC 4765 Frank Luke Dr., Addison, Texas 75001 972-267-2376 FAA CRS 5CSR009B	
	03-03-2009 H Work Order:	112093	tal Time 3756.5.		
			drains, P/N 79C1	were replaced.	
	Russell Marti FAA CRS 50		Mail		
		I	1 1	Tot	al Landings
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TOTALS-Carry forward to next page

Villiams Airmotive	
A Division of ACW Inc	
9838N 1100E	
Kendallville, Indiana 46755	
260) 347-0807	

Νō 15115 Oct. 2, 2012 Date

Name: Address City & State Sam Agronon

2316 Glenbrook Way Las Vegas NV 89117

Tach.

General Description of Repair:

Rudder repaired with the following parts replaced:

- 1. 5133000-7 Skin, upper leading edge
- 2. 5133000-11 Doubler
- 3. 5133000-22 Skin, RH lower
- 4. 5133000-64 Skin, LH lower
- 5. 5133020-49 Skin, trailing edge lower
- 6. 5133020-50 Skin, trailing edge upper
- 7. 5191526-4 Hinge bracket
- 8. 5191526-5 Hinge bracket

END

I hereby authorize the following repair work to be done along with the necessary material, and hereby grant you and/or your employees permission to operate and fly the aircraft herein described for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged on this aircraft to secure the amount of repairs thereto. You will not be held responsible for loss or damage to the aircraft or articles left in case of fire, theft, or any other cause beyond your control. If it becomes necessary for you to employ a collection agency and/or an attorney to collect this account. I the undersigned agree to pay all court costs plus a reasonable attorney's fee and/or collection agency fee. all court costs plus a reasonable attorney's fee and/or collection agency fee

Make

Cessna 421

Model Part No.

5133020-200 Rudder assy.

toys hill

Assembly No. or Title

421___S.N. Make Cessna Model Title Rudder assy. P.N. 5133020-200

This aircraft/component/subassembly identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found Airworthy for return to service. Pertinent details of the repair are on file at this agency under Work Order No. 15115 Order No. _

Date: Oct. 2, 2012

Signed:

WWFR 300K

WILLIAMS AIRMOTIVE A DIV. OF ACW INC. 9838 N 1100 E Kendallville, Indiana 46755

The aircraft and/or component identified above was repaired and inspected in accordance with the Federal Aviation Regulations and was found airworthy for return to service. Pertinent details of the repairs are on file at this agency under the above Work Order Number. Oct. 2, 2012

Authorized Signature for Repair Station WWFR 300K

Form #7191WA-4 (12/03)

2732 PERIMETER ROAD, SU NORTH LAS VEGAS, NEVAD REPAIR STATION # YHSR28	A 89032		SCRIPTION OF WORK PERFORMED— LICENTIFICATE NO. OF PERSON PERFORMING WORK LICENTIFICATE NO. OF PERSON PERFORMING WORK LICENTIFICATE NO. OF PERSON PERFORMING WORK LICENTIFICATE NO. OF PERSON PERFORMING WORK		
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	02-23-201\$. Cessna 421C N876DS Huors: 3766.0 Serial No. 421C1213 Complete Interior work: made new headliner and re-cover side window frames plastics with ultra leather color: WP855 Waypoint Moon Glow lot-27327A01 Side panels and Seats re-upholstery with two toned leather colors: Shadow Duchess DUC-2725 MFG- lot no. 583809 And accent 080 Grey Avion FAR25 D/L 83146 Installed new 100% wool carpet color: Travel 65 Blueberry wool carpet roll#121256-R1 Installed new seat belts by Aircraft Belts Inc.FAA R.S.#:YB1R632K SO;92675 Cabinets re-laminate with new formica color: Swirly Mahogany 2618 All materials meet FAR 25.853 Appendix F par 1(a) and (iii). All work accomplished by Arturo's Aircraft Interiors. 4550 Flightline Dr. Kingman AZ. 86401 Ph 805-268-0239 Aircraft returned to service. Air'Zona Aircraft Services Inc. 7100 Flightline Dr. Kingman AZ. 86401 Leonard D. Helco	PERFORMED— ERSON PERFORMING WORK B
ŀ		
Γ		PISM
H		:421C1213
L		AF: 4112.3
	 Researched the log books and total times verse Hobbs times. Hobbs + 4004.3 = Total Time. 	
Γ		
\vdash	TOTAL TIME AIRFRAME: 4112.3 HOBBS TIME AIRFRAME: 108.0	
	LEFT ENGINE TSMOH: 304.2 RIGHT ENGINE TSMOH: 1193.3	
	LEFT PROPELLER TSMOH: 304.2 RIGHT PROPELLER TSMOH: 304.2	
	\cap .	
-	Michael Koontz 1/A 564294175	
_		
	MAKE: Cessna American Aircraft Maintena	Ince, Inc. DATE 4/16/2015
	MODEL: 421C S/N: 421C1213 Repair Station No. ZSSR421Y 19711-8 Campus Drive	HOBBS: 1078.53
_	REG. NO: N421SM 19713-6 Campus Direct Santa Ana, CA 92707 WORK ORDER: 27456 Phone: (949) 852-8420	\smile
	Airframe Entries	
	Complied with AD2004-21-05, heater decay test results satisfactory. Air pressure switch p/n 94E42 currently installed. O Complied with AD2004-25-16 R1, inspection of fuel regulator shutoff valve. No defects noted.	perational test not applicable
	THE REPORT HAS BEEN BERAIRED AND/OR INSPECTED AS OUTLINED ABOVE IN ACCORD	DANCE WITH CURRENT
	THIS AIRCRAFT OR COMPONENT HAS BEEN REPAIRED AIRWORTHY AND IS APPROVED RETURN TO SERVICE.	-
	DATE: 4/16/2015 SIGNED:	Work Order: 27456 d by EBis 3 (datcomedia.com)
	Richard Sanchez Certified Repair Station No. Z5SR421Y	2 57 2518 V (GOLGO/IIIGGIG.GOIII)
	SUB-TOTALS this page	
	TOTALS—Carry forward to next page	

GENERAL AVIATION		N421SM	IG WORK
340 WITHERSPOON WAY	H-bb-: 140.0	C421-C - S/N: 421C1213	
EL CAJON CA 92020 05-02-2015	Hobbs: 149.0 AIRFRAME LOG	TTAF:4153.2	
Banks and both voltage regular	alators with new regulators from Plane Power/ Ha	artzell. Part number removed	
0010126 2 Lamar Deculat	or's left S/N unreadable Right S/N:18959. Inst	alled new K1224B Regulator's	
S/N left H-P030039 Right	S/N H-P030037. Ran engines under a load and	made no adjustments.	
Michael Koontz	I/A 564294175		· ·
	U		
_			-
GENERAL AVIATION		N421614	
GENERAL AVIATION 340 WITHERSPOON WAY		N421SM C421-C	
EL CAJON CA 92020	Hobbs: 159.3	S/N: 421C1213	
05-11-2015	AIRFRAME LOG	TTAF: 4163.5	
	Cessna 421C Service manual progressive care in		
 Removed and installed the ox Next Hydrostatic test due 06- 	sygen bottle after hydrostatic test. Leak checked (okay at this time.	
	g gear blow down bottle after hydrostatic test. Le	eak checked okay at this time	
Next Hydrostatic test due 06-	2020.		
 Installed a new grommet on the Removed the two forward factors. 	he co-pilots seat belt to hold the shoulder harness ing cabin seats and swapped the seat track hold of	belt in place.	
for a forward facing seat.			-
Changed the air conditioning Lubricated all cables and pulls	hydraulic fluid with ¼ of a gallon of MIL H 560	6 fluid. Serviced the proper level.	
Installed new placards on fuel	eys exposed by this inspection. Inspected & lubri selectors cleaned and painted the surrounding pa	cated the area under floors	V
 Aircraft was test ran and leak 	checked and performed a systems check before a	ircraft was flown	Manager Street Street
 C/W AD 00_01_16 Exhaust Sx 			_
Next Due: 4213 5 TTAE	stem cracks and corrosion Paragraph (b) By visu	al inspection. Okay at this time	
. Next Due: 4213.5 TTAF.	stem cracks and corrosion Paragraph (b) By visu	al inspection. Okay at this time	
. Next Due: 4213.5 TTAF.	stem cracks and corrosion Paragraph (b) By visu cted IAW Cessna 421C Operation #2 Progressive	al inspection. Okay at this time	
 Next Due: 4213.5 TTAF. I certify this aircraft was inspe 	stem cracks and corrosion Paragraph (b) By visu cted IAW Cessna 421C Operation #2 Progressive	al inspection. Okay at this time	
Next Due: 4213.5 TTAF. I certify this aircraft was inspe And is in airworthy condition.	estem cracks and corrosion Paragraph (b) By visu	al inspection. Okay at this time	
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Next Due: 4213.5 TTAF. I certify this aircraft was inspe And is in airworthy condition.	estem cracks and corrosion Paragraph (b) By visu	al inspection. Okay at this time	
Michael Koontz GENERAL AVIATION 340 WITHERSPOON WAY EL CAJON CA 92020	vistem cracks and corrosion Paragraph (b) By visual cred IAW Cessna 421C Operation #2 Progressive I/A 3799094 Hobbs: 149.0	N421SM C421-C S/N: 421C1213	
Michael Koontz GENERAL AVIATION 340 WITHERSPOON WAY	vistem cracks and corrosion Paragraph (b) By visual cred IAW Cessna 421C Operation #2 Progressive I/A 3799094	N421SM C421-C	
Michael Koontz GENERAL AVIATION 340 WITHERSPOON WAY EL CAJON CA 92020 05-02-2015 Replaced both voltage regu	Hobbs: 149.0 AIRFRAME LOG	N421SM C421-C S/N: 421C1213 TTAF:4153.2 rtzell. Part number removed	
Michael Koontz GENERAL AVIATION 340 WITHERSPOON WAY EL CAJON CA 92020 05-02-2015 Replaced both voltage regu 9910126-3 Larnar Regulato	Hobbs: 149.0 AIRFRAME LOG alators with new regulators from Plane Power/ Ha ar's left S/N unreadable. Right S/N:18959. Installe	N421SM C421-C S/N: 421C1213 TTAF:4153.2 rtzell. Part number removed and new R1224B Regulator's	
Michael Koontz GENERAL AVIATION 340 WITHERSPOON WAY EL CAJON CA 92020 05-02-2015 Replaced both voltage regu 9910126-3 Larnar Regulato	Hobbs: 149.0 AIRFRAME LOG	N421SM C421-C S/N: 421C1213 TTAF:4153.2 rtzell. Part number removed and new R1224B Regulator's	
Michael Koontz GENERAL AVIATION 340 WITHERSPOON WAY EL CAJON CA 92020 05-02-2015 Replaced both voltage regu 9910126-3 Larnar Regulato	Hobbs: 149.0 AIRFRAME LOG alators with new regulators from Plane Power/ Ha ar's left S/N unreadable. Right S/N:18959. Installe	N421SM C421-C S/N: 421C1213 TTAF:4153.2 rtzell. Part number removed and new R1224B Regulator's	
Michael Koontz GENERAL AVIATION 340 WITHERSPOON WAY EL CAJON CA 92020 05-02-2015 Replaced both voltage regu 9910126-3 Larnar Regulato	Hobbs: 149.0 AIRFRAME LOG alators with new regulators from Plane Power/ Ha ar's left S/N unreadable. Right S/N:18959. Installe	N421SM C421-C S/N: 421C1213 TTAF:4153.2 rtzell. Part number removed and new R1224B Regulator's	
GENERAL AVIATION 340 WITHERSPOON WAY EL CAJON CA 92020 05-02-2015 Replaced both voltage regulators/N left H-P030039 Right:	Hobbs: 149.0 AIRFRAME LOG allators with new regulators from Plane Power/ Ha by Syn H-P030037. Ran engines under a load and m	N421SM C421-C S/N: 421C1213 TTAF:4153.2 rtzell. Part number removed and new R1224B Regulator's	
GENERAL AVIATION 340 WITHERSPOON WAY EL CAJON CA 92020 05-02-2015 Replaced both voltage regulators/N left H-P030039 Right:	Hobbs: 149.0 AIRFRAME LOG allators with new regulators from Plane Power/ Ha by Syn H-P030037. Ran engines under a load and m	N421SM C421-C S/N: 421C1213 TTAF:4153.2 rtzell. Part number removed and new R1224B Regulator's	
GENERAL AVIATION 340 WITHERSPOON WAY EL CAJON CA 92020 05-02-2015 Replaced both voltage regulations/N left H-P030039 Right:	Hobbs: 149.0 AIRFRAME LOG allators with new regulators from Plane Power/ Ha by Syn H-P030037. Ran engines under a load and m	N421SM C421-C S/N: 421C1213 TTAF:4153.2 rtzell. Part number removed and new R1224B Regulator's	
GENERAL AVIATION 340 WITHERSPOON WAY EL CAJON CA 92020 05-02-2015 Replaced both voltage regulations/N left H-P030039 Right:	Hobbs: 149.0 AIRFRAME LOG allators with new regulators from Plane Power/ Ha by Syn H-P030037. Ran engines under a load and m	N421SM C421-C S/N: 421C1213 TTAF:4153.2 rtzell. Part number removed and new R1224B Regulator's	
GENERAL AVIATION 340 WITHERSPOON WAY EL CAJON CA 92020 05-02-2015 Replaced both voltage regulations/N left H-P030039 Right:	Hobbs: 149.0 AIRFRAME LOG allators with new regulators from Plane Power/ Ha by Syn H-P030037. Ran engines under a load and m	N421SM C421-C S/N: 421C1213 TTAF:4153.2 rtzell. Part number removed and new R1224B Regulator's	
GENERAL AVIATION 340 WITHERSPOON WAY EL CAJON CA 92020 05-02-2015 Replaced both voltage regulations/N left H-P030039 Right:	Hobbs: 149.0 AIRFRAME LOG allators with new regulators from Plane Power/ Ha by Syn H-P030037. Ran engines under a load and m	N421SM C421-C S/N: 421C1213 TTAF:4153.2 rtzell. Part number removed and new R1224B Regulator's	
GENERAL AVIATION 340 WITHERSPOON WAY EL CAJON CA 92020 05-02-2015 Replaced both voltage regulations/N left H-P030039 Right:	Hobbs: 149.0 AIRFRAME LOG allators with new regulators from Plane Power/ Ha by Syn H-P030037. Ran engines under a load and m	N421SM C421-C S/N: 421C1213 TTAF:4153.2 rtzell. Part number removed and new R1224B Regulator's	

DATE .	GENERAL AVIATI	ON			MATICAL	
DATE '	340 WITHERSPOO EL CAJON CA 920	20	Hall see		N421SM C421-C	-
DATE	05-23-2015		Hobbs: 165.4 AIRFRAME LOG		S/N: 421C1	
	 Installed a Compass heading a 	the flap motor with an of the pilot vacuum attitud a new vertical card compendent Installation and Compendent gainst compass. No groups was test flown and the new	overhauled unit. P/N 99 le gyro with an overhau pass in place of the mag insation instructions Bul- and adjustments needed why installed equipment	netic compass IAW P letin IC-102 Dated M	er 23-501-06-9. recision Aviation Inc.F arch 2004. Taxied airc	checked. PAI-700 Vertical Caraft and checked
1	1					
-	CENTER					
	GENERAL AVIA 340 WITHERSPO	TION			N421SM	
	EL CAJON CA 9	2020	Hobbs: 176.0		C421-C	
	06-08-2015		AIRFRAME LOG		S/N: 4210 TTAF: 41	
	Michael Koontz	oth spoiler lines and serv	Tan\	3799094		
-		3	proved Repair Station 753 John J. Montgo San Diego, CA 9	mery Dr.		
N421			Cessna 421C		S/N: 42	21C1213
6-09- Main	15 tenance Performed:		Hobbs: 175.8 Hrs		outroed (1)	
- (Complied with servici	ng of air conditioning	system. Evacuated s	system and serviced	with 1.70 lbs of free	n.
Aviati	vice. Details of the re	o the work performed y those items specific pair are on file at this	d in the work order h Repair Station under	Work Order No. P	A-15-07166. Authorized Represer	worthy for return
		3/20	4/6	5-2	6-3	7-1
	Hobbs	108.0	124.6	149.0	176.0	192.5
	LH Eng	304.2	320.8	345.1	37 2	388.5
		4400.0	1209.9	1234.3	1261.2	
_	RH Eng	1193.3	1209.9	1204.0	1201.2	1277.7

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ge No				
DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
Sh Ho Th ins	nop Order #: H obbs: 192.5, A nis is a perman spections, repa	5600 N Hv. Lake Have Ph (928) 7 i; Aircraft: N42' II-15-1334 4' IFTT: 2039:0 , lent part of the airs or compon	1SM; Type: 42 196.9 AFTC: Unknow Aircraft Record ent part replace	1C; S/N: 421C1213; Hobbs: 192.5 wn, RH Eng: TSN: 22235, CSN: Unknown, TSMOH: 0.0, TCSMOH: Unknown ds. Pertinent details of the work performed are on file at this agency. The following ements were accomplished.
H 2. C6 3. Ex - N6 P8 - Ca	/604522. Eng Removed Seessna 421 AM! Complied with chaust Assy. be ext due times a ara (b) - Visuallara (c) - Removalendar months ara (d) - Visuallara (c) - Visuallara (c) - Visuallara (d) - Vi	ine Overhauled erviceable RH F M Chp 7. Ops a ch AD 2000-01-1 by Knisley Exhaure as follows: ly inspect the everthe tailpipes by inspect the contract and pressure and pressure and pressure the contract and pressure the contrac	I by RAM Aircr Propeller Mode and leak check 16 para. (a) an aust Systems. (exhaust system Adan visually utboard engine test the exhau	angine with Overhauled engine Model OFF/ON: GTSIO-520-N, SN OFF: 243140 aft Ltd, CRS# VA1R551K on 7/20/2015 under their Project No. 7757. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Ok. I No.3FF32C501-A, SN 812973 and re-installed after engine installat
_ (S	ee AD for requ	irements)		Pg 1 of 2
-	1	I	I	
n	orthStor Aircraft Maintenance	5600 N Hw	r Aircraft Maint , 95 Bidg H100 to City, AZ 86404 44-1999	enance
- Kn sys into - 5. 6.	isley Exhaust stem from the ervels not to ex Removed and Removed and Removed and known/C4008	Systems, CRS slip joints aft to xceed 2500 Hrs I Replaced brol I Replaced cus IAW Cessna 4	# NJSR712L of all turbo-chargs S TIS or 12 yeaken exhaust bri tomer supplied 21 AMM Chp	d Fig 1 AD Compliance Table (g) by Replacement and repair of Exhaust Assy. by n 7/22/15 under their WO# 152147. Para (g) to the AD - Remove the exhaust ger components and send to FAA approved exhaust repair facility next due at ars whichever occurs first. (See AD for requirements. acket with New bracket PN OFF/ON: 5155186-1. RH Vacuum pump PN OFF/ON: Unknown/RAP441C (10-01126), SN OFF/ON: Ops check Ok.
7. - 22 00 8. - 9.	Removed and 71/2547. Pump 6225. Ops che Removed and Found air con	Replaced RH p Overhauled b eck Ok. I Replaced Pro ditioner not blo	by Quality Aircr p De-Ice Brush wing cold. Cha	Ops check Ok. The property of
	ere abia airar	of / componen	t has been ren	affed and/or inspected in accordance with applicable Federal Aviation with respect to the work performed.
		4	Rod Carrier	Pg 2 of 2 AP2962072

SUB-IUIALS this page

TOTALS—Carry forward to next page

HOBBS: 208.3 AIRFRAME LOG ion IAW Cessna 421C Progressive care inson the right prop de-ice brush block. IBILITY INSPECTION tem due every 50 hours or 30 days whichevipe due every 500 hours. ingine beam and canted bulkhead due every est of exhaust system from slip joints and a segment clamps due each 500 hours. from slip joints aft and send out for overhauirframe Time. RIGHT ENGL	ver occurs later. 500 hours. fit due every 12 months.
on the right prop de-ice brush block. IBILITY INSPECTION tem due every 50 hours or 30 days whicher sipe due every 500 hours. Igine beam and canted bulkhead due every est of exhaust system from slip joints and a segment clamps due each 500 hours. from slip joints aft and send out for overhat irframe Time.	ver occurs later. 500 hours. fit due every 12 months.
	NE
Paragraph (c) Paragraph (d) Paragraph (e) Paragraph (f)	due again at: 4262 due again: 4697 due again at: 4697 due again: 08-07-2016 N/A Not installed. Due at 6697 or 08-2027
d IAW an "Operation 3" inspection per Ce	essna 421C progressive care inspection
I/A 3799094	
HOBBS: 222.1 AIRFRAME LOG tht flap and one inboard on the left flap. Rig	N421SM C-421C S/N: 421C1213 TTAF: 4226.6
I/A 3799094	
0	
HOBBS: 225.6 AIRFRAME LOG	N421SM C-421C S/N: 421C1213 TTAF: 4229.8
ons a side.	
I/A 3799094	
\supset	
B-TOTALS this page	
510	HOBBS: 225.6 AIRFRAME LOG 5 lbs. Of R-12 freon. lons a side. eft fuel flows and throttle position.

A 340 W	RAL AVIATION ITHERSPOON WAY JON CA 92020 2015	HOBBS:		S/N: 421C1213		
EL C/ 10-17-	JON CA 92020					
•	2015		AE LOG			\neg
						-1
			d		DRK	-1.
	Installed a new forward	l lower cabin door cable and adju	usted. le suction side of the air conditioning floor.	ng system. Tube is		٦,
and the same of th	Replaced a 14" piece of	#8 soft aluminum tuoing to	floor			- 1
	I conted just behind the	Spar on the right side and				\dashv
,	Air conditioning syste	m was converted to and set the	right outboard flap up 2 degrees a	nd the left outboard down 2		-
_		favel and proper rigerie				-
	degrees. Glued down the co-pil	ots storm window seal.				-
_	Gluca down the co p.					4
	\sim . \sim	wild are	I/A 3799094			-
_ Mich	nel Koontz	-was to be	7			\dashv
			. 1			-
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		•				1
- GENI	RAL AVIATION			N421SM		-
200000000000000000000000000000000000000	ITHERSPOON WAY			C-421C		1
	AJON CA 92020	HOBBS: 2		S/N: 421C1213 TTAF: 4261.7		-
11-19	2015	AIRFRAM	IE LUG	11/4/19201./		1
_						\dashv
1	Performed Operation	44 IAW Cessna 421C Progressive	e Care Inspection Program.			
_ :	Dealers de 12 incheses	tion of the fuel cross feed #10 lin	e in the cabin under the left evapor	ator. Fabricated a new		-
	#10 soft aluminum line	with new cleeves P/N MS20819	-10D and nuts P/N AN818-10D. S	ealed the cabin at pressure		
	L. H.L J ich DDC D1	Eabricated another #10 line fro	m pressure bulkhead to the left win	ig fuel cross feed drain. Lines		\dashv
_	were pressurized with f	uel and leak checked. No leaks for	ound. Aircraft was test flown and p	ressurized normally.		1
•	Replaced both main ge	ar door pins with new pins from	Cessna.			_
- '	Jacked the aircraft. Per	formed several fault free gear swi	66-66 linings and 2 ea spacers Bu	urned brake linings in before		1
	flight.	iam gear brake minigs with new	ou ou mings and 2 ou spaces in a			_
- ,	Installed all new bolts 8	ea. P/N AN4-10A and 8 ea. MS	\$21044N4 nuts on the nose landing	gear trunion pivot points.		1.4
	Replaced both vacuum	regulator filters with new B3-5-9	filters.			_ `
- ,	Vacuumed and services	the air conditioning system with	h 3 LBS of R-134 freon.			1
	This inspection is detail	led for airframe inspection only	engines and propellers are not inc	cluded in this inspection.		┙
_	C/W AD 00-01-16 EX	HAUST RELYIBILITY INSPI	hours or 30 days whichever occur	rs later		1
	Paragraph (c) Remove	and inspect tailpipe due every 50	0 hours.			_
_	Paragraph (d) Inspection	on of outboard engine beam and c	anted bulkhead due every 500 hour	rs.		1
	Paragraph (e) Inspectio	n and pressure test of exhaust sys	stem from slip joints and aft due ev	ery 12 months.		_
_	Paragraph (f) Replacen	nent of the multi segment clamps	due each 500 hours.	an 2500 hours or 12 years		
	Paragraph (g) Remove	exhaust system from slip joints a reflect Total Airframe Time.	ft and send out for overhaul due ev	ery 2500 hours of 12 years.	-	_
_	NOTE: All times belov	renect Total Airiranie Time.				
	LEFT ENGINE		RIGHT ENGINE			_
_			_			
	Paragraph (b) due ag		Paragraph (b) due ag			
_	Paragraph (c) due ag Paragraph (d) due ag		Paragraph (c) due aga Paragraph (d) due aga			
	Paragraph (d) due ag	(C)	Paragraph (e) due ag		<u> </u>	
-	Paragraph (f) N/A no		Paragraph (f) N/A Not	installed.		7
	Paragraph (g) due ag	ain at 5288.5 hrs or 10-2017	Paragraph (g) Due at	6697 or 08-2027	411471	
_			rogressive Care Inspection Program	Operation #4 Inspection		7
	And was in airworthy of	ondition.				
_	\cap					7
	V	-				
 Micha 	el Koontz	· fund	I/A 3799094		9	7
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		SUB-TOTA	LS this page			

	Total	Total	Tach or
Date	Time	Time	Recording
Date	In	Since	Meter
	Service	Overhaul	Time
3-3-16	4386.6	0	2908



<u>CESSNA 421C1213 N421SM</u>					
On above referenced aircraft, installed RAM overhauled engine s/n 610222 in right position. Reinstalled existing exhaust, lines, hoses and hardware. Right propeller s/n					
- I I I I I I I I I I I I I I I I I I I					
Aircraft HM: 302.5 7929 Karl May Dr. Waco, Texas 76708 CRS No. AK6R541N Cesana S/N 421C-1213 N421SM On above reference aircraft, installed all new pressurization ducting in left and right sub wings. Installed new "O" rings on left and right wing pressurization dump valve butterflies. Sealed fuel line at left cabin penetration point. Troubleshot fuel leak at left locker fuel tank pressure switch. Removed pressure switch and installed serviceable switch and adjusted for proper operation. Installed serviceable pressurization solenoid valve P/N 3423-00-9 S/N 5623. Installed new pressurization control switch P/N 8E2011. (See 8130-3.) Aircraft approved for returned to service for Plaintenance performed. Pertinent details are on file under work order 4251. Air Impressions Inc. CRS# AK6R541N					
SUB-TOTALS this page TOTALS—Carry forward to next page					

TOTALS—Carry forward to next page

Page No.	GENERAL AVIATION		N421	SM		
-	340 WITHERSPOON WAY EL CAJON CA 92020		C-421			
	05-31-2016	HOBBS: 343.1		421C1213 ———		
DATE	2010	AIRFRAME LOG	HAI	F: 4409.0		
	 C/W AD 00-01-16 EXHAUS 	T RELYIBILITY INSPECTION	paragraph (B).			
	Paragraph (b) Inspection of ex	haust system due every 50 hours or .	30 days whichever occurs later.	,		
	Paragraph (c) Remove and ins	pect tailpipe due every 500 hours.				
	Paragraph (d) Inspection of ou	tboard engine beam and canted bull	head due every 500 hours.			
	Paragraph (f) Replacement of	the multi segment clamps due each :	slip joints and aft due every 12 months.			
l	Paragraph (a) Remove exhaus	the multi segment clamps due each :	out for overhaul due every 2500 hours	or 12 years.		
	NOTE: All times below reflec	HORRS TIME.	Tout for overnaur due every 2500 flours	or 12 years.		
l	LEFT ENGINE	110000	RIGHT ENGINE			
l	Paragraph (b) due again at	393.7	Paragraph (b) due again at: 393.7			
	Paragraph (c) due again: 5	46.4	Paragraph (c) due again: 693.3			
l	Paragraph (d) due again at	546.4	Paragraph (d) due again at: 693.3 Paragraph (e) due again: 04-2017			
	Paragraph (e) due again: 0 Paragraph (f) N/A not insta	4-2017	Paragraph (f) N/A Not installed.			
	Paragraph (g) due again at	1222 6 hrs or 10-2017	Paragraph (g) Due at 2693.3 or 08-2	2027 ——		
	· u.ug.apii (g) dde agaiii at	1222.0 1113 01 10-2017	Talagraph (g) Das at Lesses at as			
	/),	. T				
	Michael Koontz	I/A 3799094				
				-		
l		\circ				
	GENERAL AVIATION			-		
l	340 WITHERSPOON WAY			N421SM		
	EL CAJON CA 92020	HOBBS: 352		C-421C		
ı	07-15-2016	AIRFRAME L	0.0	S/N: 421C1213 TTAF: 4418.2		
l	Sent to Quality Aircraft	ative. Hydraulic reservoir empty. Rei	moved both the A/C hydraulic pump and	the drive motor		
				with oil and freon. R-		
		ak checked and performed a test fligh	t the system is working normally.	_		
	- (1. 1				
	 Michael Koontz 	VA 379	9094	_		
				-		
i	CENERAL ANTATION					
	GENERAL AVIATION		N4215			
	340 WITHERSPOON WAY EL CAJON CA 92020	HOBBS: 364.7	C-421	C 121C1213		
	08-04-2016	AIRFRAME LOG		F: 4430.6		
	00 07 2010	AIRI RAME EOG	TAI	. 4430.0		
	 C/W a 50 hour exhaust inspect 	tion see below.				
	 Re-sealed the nose gear uploc 	k actuator, pressure tested and install	ed.	Name of the last o		
	 Replaced the left turbocharger 					
15		the rest of the re				
	2ea. Nuts P/N MS17626-3, wa					
	Replaced a broken screw on the series of the series o					
		T RELYIBILITY INSPECTION P				
		haust system due every 50 hours or 3 spect tailpipe due every 500 hours.	days whichever occurs later.			
		atboard engine beam and canted bulk	head due every 500 hours			
			slip joints and aft due every 12 months.			
		the multi segment clamps due each 5				
			out for overhaul due every 2500 hours of	or 12 years.		
	NOTE: All times below reflect					
	LEFT ENGINE		RIGHT ENGINE			
	December (b) due again at	414.7	Paragraph (h) due again at 444 =			
	Paragraph (b) due again at: Paragraph (c) due again: 54	46.4	Paragraph (b) due again at: 414.7 Paragraph (c) due again: 693.3			
	Paragraph (d) due again at:	546.4	Paragraph (d) due again at: 693.3			
	Paragraph (e) due again at Paragraph (e) due again: 04	1-2017	Paragraph (e) due again: 04-2017	-		
	Paragraph (f) N/A not install	led:	Paragraph (f) N/A Not installed.			
	Paragraph (g) due again at	1222.6 hrs or 10-2017	Paragraph (g) Due at 2693.3 or 08-2	.027		
		- 1				
	Michael Koontz Much	1/A 3799094				

ATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTIO SIGNATURE & CERTIFIC	ON OF WORK PERFORMED— CATE NO. OF PERSON PERFORMING WORK
340 EL	ENERAL AVIA 0 WITHERSPO . CAJON CA 9 -10-2016	OON WAY 2020		HOBBS: 383.1 AIRFRAME LOG	N421SM C-421C S/N: 421C1213 TTAF: 4449.0
	Government of the left of the left of the left of the right of the left of the	or was out of tolech check and or t governor was c ht governor was D 07-05-15 Star art 2. Of MSB-9 art 3. Visual ins	erance. Both pro- repair. completely overha- bench tested adj ter Adapter Asse 24-4G Damper b- pection of the Cr	y checking for correct readings at the cor- opeller governors were removed and sent auled and returned. Governor is O. TSM justed and returned. Governor has 92.4 T embly and Crankshaft Gear Inspection on acklash inspection is due again in 100 hor rankshaft and adapter gears. Due again in light tested. No leaks were found and the	OH. SMOH the right engine. See Right log. ours. 483.1 Hobbs Time.
Mi	ichael Koontz_	lund	thy	I/A 3799094	
-	-				
340 EL	NERAL AVIA WITHERSPO CAJON CA 92 09-2016	ON WAY		HOBBS: 393.4 AIRFRAME LOG	N421SM C-421C S/N: 421C1213 TTAF: 4459.4
	assembly	y on a plate cut of	out, primed then i	light with a TSO LED combination light painted to match the existing paint. The c as hooked to the existing wiring and testo	riginal stroke light hulb and navigation
	Michael Koon		Q-x	I/A 3799094	
			Q-x	^	
			Q-x	^	
			Q-x	^	
			Q-x	^	
	Michael Koon		Q-x	^	ed.
	Michael Koon			^	
	Michael Koon			^	
	Michael Koon			^	
	Michael Koon			^	
	Michael Koon			^	ed.
	Michael Koon			^	ed.
	Michael Koon			^	ed.

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	GENERAL AVIATION			N421SM	
	340 WITHERSPOON WA	·Υ		C-421C	
	EL CAJON CA 92020		HOBBS: 405.7	S/N: 421C1213 TTAF: 4471.6	
	01-15-2017		AIRFRAME LOG	1131.34710	
	Completed Opera	ations #3 and #4. IAV	V Cessna 421C progressive care program	1.	
_	All Applicable A	D notes have been C/	W and a current AD list generated.		
	 FAR 91, 207 (d) 	Inspection / functions	al test of the ELT was C/W found no dis	crepancies.	
	 Serviced the hydr 	raulic reservoir with M	MIL H 5606 hydraulic fluid.		
	 Had Crownair Fil 	ll both the oxygen wit	th Aviators O2 and landing gear blow do	own bottle with nitrogen.	
	 Lubricated both v 				
_	 Checked all exter 	rior lighting.			
	 Replaced a vortex 	x generator on the righ	ht stub wing.		
	 Replaced the right 	ht regulator with an ov	verhauled unit		
	 C/W AD16-17-08 	8 Elevator Trim Ha	rdware by visual inspection okay at this	time. Due every 110 hours time in service	c
			is removed. Next Due 515.7 Hobbs or 0)2-2018	-
	 AD 04-21-05 Hea 	ater Decay Test is de	ue 04-16-2017.	c invaling parties of all four	
	 C/W AD 04-25-1 	16 R1 Fuel Regulato	r Shutoff Valve by removing valve and	performing a visual inspection of all four	h -
	sides IAW Section	n 5) of SB A-107A T	he valve shows no sign of leaking, insta	lled IAW section 6). Inspection is due each	_
-4	100 hours of airci	raft operation, every 2	24 months or anytime the heater has main	ntenance performed. Next due 505.7 or 2-	_
_	2017: 17R		ADDITION TO THE PROPERTY OF THE PROPERTY OF	P)	_
	• C/W AD 00-01-1	6 EXHAUST RELY	(IBILITY INSPECTION paragraph (I stem due every 50 hours or 30 days whice	hever occurs later	
_	Paragraph (c) Per	move and inspect tails	pipe due every 500 hours.	never occurs mor.	-
	Paragraph (d) Inst	nection of outboard e	ngine beam and canted bulkhead due eve	ery 500 hours.	
_	Paragraph (c) Inst	pection and pressure t	est of exhaust system from slip joints and	d aft due every 12 months.	_
	Paragraph (f) Ren	placement of the multi	segment clamps due each 500 hours.		
	Paragraph (g) Rer	move exhaust system	from slip joints aft and send out for over	haul due every 2500 hours or 12 years.	_
		below reflect HOBBS			
	LEFT ENGINE		RIGHT EN	GINE	_
	D	455 7	Paragraph	(h) due again at: 455.7	
		ue again at: 455.7		(b) due again at: 455.7 (c) due again: 693.3	
_	Paragraph (c) de	ue again at: 546.4		(d) due again at: 693.3	-
		ue again: 04-2018		(e) due again: 04-2018	
	Paragraph (f) N/		Paragraph ((f) N/A Not installed.	_
		ue again at 1222.6 h		(g) Due at 2693.3 or 08-2027	
_					_
	 I certify this aircra 	aft was inspected IAW	Operations #3 and #4. and is in airwort	hy condition.	
		()			_
	Michael Koontz	V	I/A 3799094		
	Michael Roomz_	~~	T WASTINGT		_
			V		
		1 1			
_	1 1 1				
_			Autontos	i	DATE: 2/
AKE: CES	SSNA MANGE	Hangar One	AVIORICS		
DDEL: 42	210	Hangar One			
DDEL: 42 N: 421C1	21C 213	Hangar One Repair Station No. 2026 Palomar Airp	1HGR058B		
DEL: 42 N: 421C1 G. NO: N	21C 213	Repair Station No. 2026 Palomar Airpo Carlsbad, CA 9201	1HGR058B ort Road 11		
DEL: 42 N: 421C1 G. NO: N DRK ORI	213 213 4421SM DER: 20170220-1M	Repair Station No. 2026 Palomar Airp	1HGR058B ort Road 11		
DEL: 42 N: 421C1 G. NO: N DRK ORI	21C 213 N421SM	Repair Station No. 2026 Palomar Airpo Carlsbad, CA 9201	1HGR058B ort Road 11		
DDEL: 42 N: 421C1 G. NO: N DRK ORI	e Entries d left and right alternator fail sensor	Repair Station No. 2026 Palomar Airp Carlsbad. CA 9201 Phone: 760-929-22	1HGR058B ort Road 11 270 ourposes. Installed new 9910094-3 alterna	tor fail sensor serial number 80N77239 to rig	нов
DDEL: 42 N. 421C1 G. NO: N DRK ORI	e Entries d left and right alternator fail sensor	Repair Station No. 2026 Palomar Airp Carlsbad. CA 9201 Phone: 760-929-22	1HGR058B ort Road 1 1 270		HOB
DDEL: 42 N: 421C1 G. NO: N DRK ORI rframe changed	e Entries d left and right alternator fail sensor. Removed incorrect wiring at left.	Repair Station No. 2026 Palomar Airp Carlsbad. CA 9201 Phone: 760-929-22 ors for troubleshooting pand right alternator ins	1HGR058B ort Road 11 270 purposes. Installed new 9910094-3 alternal tallations and replaced and/or repaired with	n new terminations as required.	HOB
DDEL: 42 N: 421C1 EG. NO: N ORK ORI Inframe schanged stallation emoved the rese	e Entries d left and right alternator fail sensor . Removed incorrect wiring at left left hydraulic pump. Drained hydra ryoir vent check valve and found n	Repair Station No. 2026 Palomar Airp Carlsbad. CA 9201 Phone: 760-929-22 pers for troubleshooting properties and right alternator instaulic supply system, rerio faults. Flushed left a	1HGR058B ort Road 11 270 purposes. Installed new 9910094-3 alternate tallations and replaced and/or repaired with moved, flushed, cleaned and dried the hydrand right hydraulic supply system tubes. Re	n new terminations as required. raulic system reservoir. Cleaned and verified emoved both hydraulic filters. Cleaned both	HOB the engire
DDEL: 42 N: 421C1 EG. NO: N ORK ORI Inframe Inchanged In	e Entries d left and right alternator fail sensor h. Removed incorrect wiring at left left hydraulic pump. Drained hydra roys. Installed new AN6235-2A hyd	Repair Station No. 2026 Palomar Airp Carlsbad. CA 9201 Phone. 760-929-22 ors for troubleshooting p and right alternator instable supply system, remolecularly supply system, remolecularly system, remolecularly significant properties.	1HGR058B ort Road 11 270 purposes. Installed new 9910094-3 alternated its light of the stallations and replaced and/or repaired with moved, flushed, cleaned and dried the hydrodright hydraulic supply system tubes. Rend MS28775-222 bowl seals. Removed LH	n new terminations as required. raulic system reservoir. Cleaned and verified emoved both hydraulic filters. Cleaned both Hydraulic pump with no data plate and insta	HOB the engire dispersation operation operat
ODEL: 42 N. 421C1 G. NO. N ORK ORI rframe changes stallation emoved the rese er housil ship ove	e Entries d left and right alternator fail sensor b. Removed incorrect wiring at left. left hydraulic pump. Drained hydra erroir vent check valve and found in ngs. Installed new AN6235-2A hyderhauled 9910137-1 hydraulic pump.	Repair Station No. 2026 Palomar Airp Carlsbad. CA 9201 Phone. 760-929-22 pers for troubleshooting pand right alternator instaulic supply system, reno faults. Flushed left a draulic filter elements air p serial number QA700	1HGR058B ont Road 11 270 ourposes. Installed new 9910094-3 alternat tallations and replaced and/or repaired with moved, flushed, cleaned and dried the hydraulic supply system tubes. Rend MS28775-222 bowl seals. Removed LH 1980 (Reference: Aircraft Accessories of Ok	n new terminations as required. raulic system reservoir. Cleaned and verified emoved both hydraulic filters. Cleaned both I Hydraulic pump with no data plate and insta klahoma FAA form 8130-3 - WO# 17580 date	HOB pht engir d operati hydrauli alled a
ODEL: 42 N: 421C1 EG. NO: N ORK ORI irframe changed stallation emoved the rese er housing ship over	entries d left and right alternator fail sensor . Removed incorrect wiring at left left hydraulic pump. Drained hydra rovoir vent check valve and found nings. Installed new AN6235-2A hydrhauled 9910137-1 hydraulic pump. In stalled new AN6235-2A hydrhauled 9910137-1 hydraulic pump. Si, using a new 653487 drive gaske 4528778-10. Verified operation of	Repair Station No. 2026 Palomar Airp Carlsbad. CA 9201 Phone: 760-929-22 Phone: 760-929-22 Phone: 760-929-92 Phone: 760-929-92 Phone: 760-929-92 Phone: 760-929-92 Phone: 760-929-92 Phone: 760-929-92 Phone: 760-929-929-92	1HGR058B ort Road 11 270 Durposes. Installed new 9910094-3 alternal tallations and replaced and/or repaired with moved, flushed, cleaned and dried the hydr and right hydraulic supply system tubes. Re nd MS28775-222 bowl seals. Removed LH 1980 (Reference: Aircraft Accessories of Ok 1037 snap rings. Installed new pump fitting innunciation system and flow switch. Service	n new terminations as required. raulic system reservoir. Cleaned and verified emoved both hydraulic filters. Cleaned both I Hydraulic pump with no data plate and instaklahoma FAA form 8130-3 - WO# 17580 date o-rings as follows: 4ea MS28778-4, 1 ea MSced the hydraulic supply system with Mil-PRF	HOB ght engir d operati hydrauli alled a ed S28778-
DDEL: 42 N. 421C1 EG. NO. NO ORK ORI inframe ichanged stallation emoved the rese er housing shily ove	entries d left and right alternator fail sensor . Removed incorrect wiring at left left hydraulic pump. Drained hydra rovoir vent check valve and found nings. Installed new AN6235-2A hydrhauled 9910137-1 hydraulic pump. In stalled new AN6235-2A hydrhauled 9910137-1 hydraulic pump. Si, using a new 653487 drive gaske 4528778-10. Verified operation of	Repair Station No. 2026 Palomar Airp Carlsbad. CA 9201 Phone: 760-929-22 Phone: 760-929-22 Phone: 760-929-92 Phone: 760-929-92 Phone: 760-929-92 Phone: 760-929-92 Phone: 760-929-92 Phone: 760-929-92 Phone: 760-929-929-92	1HGR058B ort Road 11 270 Durposes. Installed new 9910094-3 alternated tallations and replaced and/or repaired with moved, flushed, cleaned and dried the hydraulic supply system tubes. Remot MS28775-222 bowl seals. Removed LH 1980 (Reference: Aircraft Accessories of Oktoors and rings. Installed new pump fitting 1037 snap rings. Installed new pump fitting	n new terminations as required. raulic system reservoir. Cleaned and verified emoved both hydraulic filters. Cleaned both I Hydraulic pump with no data plate and instaklahoma FAA form 8130-3 - WO# 17580 date o-rings as follows: 4ea MS28778-4, 1 ea MSced the hydraulic supply system with Mil-PRF	HOB ght engir d operati hydrauli alled a ed S28778-
ODEL: 42 N: 421C1 EG. NO: N ORK ORI Inframe Exchanges Extallation Emoved the rese Er housing Shily ove -11-2016 d 1 ea M d and in	e Entries d left and right alternator fail sensor b. Removed incorrect wiring at left left hydraulic pump. Drained hydra ervoir vent check valve and found in ngs. Installed new AN6235-2A hyd erhauled 9910137-1 hydraulic pump b), using a new 653487 drive gaske MS28778-10. Verified operation of testalled new MS29512-07 o-ring to	Repair Station No. 2026 Palomar Airp Carlsbad. CA 9201 Phone. 760-929-22 Phone of troubleshooting pand right alternator instaulic supply system, rerio faults. Flushed left a draulic filter elements air p serial number QA700 et and new MS16624-1 the left hydraulic flow a reservoir filler opening	1HGR058B ort Road 11 2770 Durposes. Installed new 9910094-3 alternat tallations and replaced and/or repaired with moved, flushed, cleaned and dried the hydraulic supply system tubes. Rend MS28775-222 bowl seals. Removed LH 1980 (Reference: Aircraft Accessories of Ok 037 snap rings. Installed new pump fitting innunciation system and flow switch. Servic. Hydraulic supply system leak check was a	n new terminations as required. raulic system reservoir. Cleaned and verified emoved both hydraulic filters. Cleaned both I Hydraulic pump with no data plate and instaklahoma FAA form 8130-3 - WO# 17580 date to-rings as follows: 4ea MS28778-4, 1 ea MS2ed the hydraulic supply system with Mil-PRF satisfactory.	HOB ght engir d operati hydrauli alled a ed S28778- F-5606H
changed stallation emoved the rese er housing ship over -11-2016 d 1 ea M d and in	e Entries d left and right alternator fail sensor b. Removed incorrect wiring at left left hydraulic pump. Drained hydra ervoir vent check valve and found in ngs. Installed new AN6235-2A hyd erhauled 9910137-1 hydraulic pump b), using a new 653487 drive gaske MS28778-10. Verified operation of testalled new MS29512-07 o-ring to	Repair Station No. 2026 Palomar Airp Carlsbad. CA 9201 Phone. 760-929-22 Phone of troubleshooting pand right alternator instaulic supply system, rerio faults. Flushed left a draulic filter elements air p serial number QA700 et and new MS16624-1 the left hydraulic flow a reservoir filler opening	1HGR058B ort Road 11 2770 Durposes. Installed new 9910094-3 alternat tallations and replaced and/or repaired with moved, flushed, cleaned and dried the hydraulic supply system tubes. Rend MS28775-222 bowl seals. Removed LH 1980 (Reference: Aircraft Accessories of Ok 037 snap rings. Installed new pump fitting innunciation system and flow switch. Servic. Hydraulic supply system leak check was a	n new terminations as required. raulic system reservoir. Cleaned and verified emoved both hydraulic filters. Cleaned both I Hydraulic pump with no data plate and instaklahoma FAA form 8130-3 - WO# 17580 date o-rings as follows: 4ea MS28778-4, 1 ea MSced the hydraulic supply system with Mil-PRF	HOB ght engin d operati hydrauli alled a ed S28778- F-5606H
ODEL: 42 N. 421C1 EG NO. 4 N. 621C1 EG NO. 1 OORK ORI Inframe Exchanged the research housing ship over 11-2016 d 1 ea N d and in formed	entries d left and right alternator fail sensor removed incorrect wiring at left in the property of the prope	Repair Station No. 2026 Palomar Airp Carlsbad. CA 9201 Phone. 760-929-22 pers for troubleshooting properties and right alternator instructional supply system, remoraulic supply system, remoraulic Flushed left and raulic filter elements air properties and new MS16624-1 the left hydraulic flow a reservoir filler opening just forward of cabin enove has been repaired.	and the state of t	n new terminations as required. raulic system reservoir. Cleaned and verified emoved both hydraulic filters. Cleaned both I Hydraulic pump with no data plate and instaklahoma FAA form 8130-3 - WO# 17580 date to-rings as follows: 4ea MS28778-4, 1 ea MS2ed the hydraulic supply system with Mil-PRF satisfactory.	HOB ght engin d operati hydrauli alled a ed S28778- F-5606H
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DDEL: 42 N. 421C1 EG NO. 4 N. 621C1 EG NO. N. FORK ORI Inframe	entries d left and right alternator fail sensor removed incorrect wiring at left left hydraulic pump. Drained hydra revoir vent check valve and found n ngs. Installed new AN6235-2A hyd rethauled 9910137-1 hydraulic pump b), using a new 653487 drive gask 8528778-10. Verified operation of t stalled new MS29512-07 o-ring to minor repair of arm rest segment j d, airframe, or appliance identified above red data and is approved for return to s 4/2017 SIGN	Repair Station No. 2026 Palomar Airp Carlsbad. CA 9201 Phone. 760-929-22 pers for troubleshooting properties and right alternator instructional supply system, remoraulic supply system, remoraulic Flushed left and raulic filter elements air properties and new MS16624-1 the left hydraulic flow a reservoir filler opening just forward of cabin enove has been repaired.	and the state of t	n new terminations as required. raulic system reservoir. Cleaned and verified emoved both hydraulic filters. Cleaned both I Hydraulic pump with no data plate and instaklahoma FAA form 8130-3 - WO# 17580 date or-rings as follows: 4ea MS28778-4, 1 ea MS2ed the hydraulic supply system with Mil-PRF satisfactory.	d operation hydraulic hydraulic alled a sed \$28778-6566H

Page No.

TOTAL TOTAL TACH OR RECORDING DESCRIPTION OF WORK PERFORMED-TIME DATE IN SINCE METER SERVICE TIME

SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

TOTALS brought forward from previous page

MAKE: CESSNA MODEL: 421C S/N: 421C1213 REG NO N421SM WORK ORDER: 20170315-1M



Hangar One Avionics

Repair Station No. 1HGR058B 2026 Palomar Airport Road Carlsbad, CA 92011 Phone: 760-929-2270

DATE: 3/17/2017 A/C TSN HOBBS: 417

Airframe Entries

Replaced RH cylinder #4 CHT probe with customer-supplied probe P/N 080-000047. Added shrink insulation to airframe wiring segments near CHT probes for cylinders #2 and #4. Ground run / operational check of CHT indications satisfactory.

Removed RH brake master cylinder, disassembled, cleaned internal components, then reassembled utilizing new seals and parts: 1 ea. o-ring P/N MS28775-112, 1 ea. stat-o-seal P/N 095-02600, 1 ea. washer P/N 095-12800, 1 ea. o-ring P/N 101-60001, and 1 ea. seal assembly P/N 111-04300.

Installed new RH and LH brake discs 2 ea. P/N 164-20306, new RH and LH brake linings 16 ea. P/N 06600, new RH and LH shims 2 ea. P/N 068-03100, new RH and LH brake caliper piston o-rings 8 ea. P/N MS28775-132, and new RH and LH brake caliper piston insulators 8 ea. P/N 088-00100. Bled RH and LH brake systems with ound run / brake check (including taxi and static power checks) satisfactory. MIL-PRF-5606 fluid. All work IAW Cessna Service Manual. G

na Service Manual. Operational check during ground run satisfactory. Serviced air-conditioning system with refrigerant (R134A).

and/or inspected in accordance with current Regulations of the Federal Aviation Administration and naired This aircraft, airframe, or appliance identified above has been Manufacturer data and is approved for return to service.

DATE: 3/17/2017

MAKE CESSNA

SIGNED

Work Order: 20170315-1M

David Corish ir Station No. 1HGR058B Certified Re

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MODEL: 421C S/N: 421C1213 REG. NO: N421SM WORK ORDER: 20170320-1M **Hangar One Avionics** pair Station No. 1HGR058B 2026 Palomar Airport Road Carlsbad, CA 92011

Phone: 760-929-2270

DATE: 3/21/2017 A/C TSN: HOBBS 419.5

Airframe Entries

Placed aircraft on jacks. Removed NLG wheel and removed worn, corroded, pitted bearing cones and bearing cups (races). Installed new bearing cups 2 ea. P/N LM29710 and new bearing cones 2 ea. P/N LM29749, after servicing with fresh MobilGrease 28. Replaced deteriorated felts from grease seals with new felts 2 ea. P/N 154-30010. Installed wheel to NLG utilizing new axie bolt 1 ea. P/N ANS-55, new nut 1 ea. P/N MS17825-5, and new cotter pin. All work IAW Cessna Maintenance Manual.

inspected in accordance with current Regulations of the Federal Aviation Administration and This aircraft, airframe, or appliance identified above has been repaire Manufacturer data and is approved for return to service.

DATE: 3/21/2017

SIGNED

Work Order: 20170320-1M

David Corish Certified Repair Station No. 1HGR058B

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MAKE CESSNA MODEL 421C S/N: 421C1213 REG. NO: N421SM WORK ORDER: 20170403-1M



Hangar One Avionics

Repair Station No. 1HGR058B 2026 Palomar Airport Road Carlsbad, CA 92011 Phone 760-929-2270

DATE: 4/7/2017 AJC TSN HOBBS 422.5

Airframe Entries

Verified LH charging system inop. Verified LH alternator output circuit breaker seized. Removed LH alternator P/N ALV-9610 S/N H-R010877 from left engine and found the shaft sheared and the drive coupling assembly loose. Removed RH alternator P/N ALV-9610 S/N H-P120132 from right engine to verify condition of alternator shaft and drive coupling assembly. Removed LH and RH alternator output circuit breakers P/N MS25361-100 from circuit breaker panel. Removed LH and RH field circuit fuse holders from circuit breaker panel. Removed emergency alternator field power switch from circuit breaker panel. Removed LH and RH alternator master "ON" switches from circuit breaker panel. Installed same RH alternator (P/N ALV-9610 S/N H-P120132) on right engine, utilizing new gasket P/N 653981, IAW master 'On' switches from circuit preaker panel, installed same Rh alternator (P/N ALV-9610 S/N H-P120132) on right engine, utilizing new gasket P/N 603961, WV Continental Service Bulletin SB11-3 (including coupling assembly torque slippage check during reinstallation of coupling assembly and thrust washer), Cessna 421C Service Manual, and Hartzell Engine Technologies Document ES1031 dated May 5, 2016. Installed new LH alternator P/N ALV9610 S/N H-R022606 (reference Hartzell Engine Technologies FAA Form 8130-3 and Work Order M985100 dated 01-Mar-2017 for Status/Work "NEW") and overhauled alternator drive coupling P/N ALV9610 S/N H-R022606 (reference Hartzell Engine Technologies FAA Form 8130-3 and Work Order M985100 dated 01-Mar-2017 for Status/Work "NEW") and overhauled alternator drive coupling P/N ALV9610 S/N H-R022606 (reference Hartzell Engine Technologies FAA Form 8130-3 and Work Order M985100 dated 01-Mar-2017 for Status/Work "NEW") and overhauled alternator drive coupling P/N ALV9610 S/N H-R022606 (reference Hartzell Engine Technologies FAA Form 8130-3 and Work Order M985100 dated 01-Mar-2017 for Status/Work "NEW") and overhauled alternator drive coupling P/N ALV9610 S/N H-R022606 (reference Hartzell Engine Technologies FAA Form 8130-3 and Work Order M985100 dated 01-Mar-2017 for Status/Work "NEW") and overhauled alternator drive coupling P/N ALV9610 S/N H-R02600 (reference Hartzell Engine Technologies FAA Form 8130-3 and Work Order M985100 dated 01-Mar-2017 for Status/Work "NEW") and overhauled alternator drive coupling P/N ALV9610 S/N H-R02600 (reference Hartzell Engine Technologies FAA Form 8130-3 and Work Order M985100 dated 01-Mar-2017 for Status/Work "NEW") and overhauled alternator drive coupling P/N ALV9610 S/N H-R02600 (reference Hartzell Engine Technologies FAA Form 8130-3 and Work Order M985100 dated 01-Mar-2017 for Status/Work "NEW") and overhauled alternator drive coupling P/N ALV9610 S/N H-R02600 (reference Hartzell Engine Technologies FAA Form 8130-3 and Work Order M985100 dated 01-Mar-20 646655 S/N 110228 (reference Hartzell Engine Technologies FAA Form 8130-3 and Work Order 110228 / P111660 dated 27/Mar/2017 for Status/Work "OVERHAULED"), utilizing new gasket P/N 653981, IAW Continental Service Bulletin SB11-3 (including coupling assembly torque slippage check during installation of COVERMANUELD J, utilizing new gasket P/N 000361, Service Manual, and Hartzell Engine Technologies Document ES1031 dated May 5, 2016. Installed new LH and coupling assembly and thrust washer), Cessna 421C Service Manual, and Hartzell Engine Technologies Document ES1031 dated May 5, 2016. Installed new LH and RH RH alternator master "ON" switches 2 ea. P/N MS24524-23. Installed new emergency alternator field power switch P/N MS35059-23. Installed new LH and RH. alternator field fuse holders 2 ea. P/N HKP and new fuses 2 ea. P/N S3037A3. All new switches, circuit breakers, fuse holders installed IAW Cessna 421C Service Manual. Performed ground run, including tests of LH and RH charging systems and found paralleling circuit within LH voltage regulator defective. Work "NEW") and new voltage regulator P/N R1224B S/N H-Q110846 (reference Hartzell Engine Technologies FAA Form 8130-3 and Work Order M904870 for Status/Work "NEW") IAW RH voltage regulator P/N R1224B S/N H-Q10705 (reference Hartzell Engine Technologies FAA Form 8130-3 and Work Order M904870 for Status/Work "NEW") IAW RH voltage regulator P/N R1224B S/N H-Q10705 (reference Hartzell Engine Technologies FAA Form 8130-3 and Work Order M904870 for Status/Work "NEW") IAW Hartzell Engine Technologies R1224 Installation Instructions 12-1001 dated 11/18/14 and Cessna 421C Service Manual. Ground run / operational checks satisfactory

nd/or inspected in accordance with current Regulations of the Federal Aviation Administration and This aircraft, airframe, or appliance identified above has been repair Manufacturer data and is approved for return to service.

DATE 4/7/2017

SIGNED

Work Order: 20170403-1M

David Corish Certified Repair Station No. 1HGR058B Printed by EBis 3 (datcomedia.com)

MAKE CESSNA MODEL 421C S/N: 421C1213 REG NO N421SM WORK ORDER: 20170724-1M



Hangar One Avionics

Repair Station No 1HGR058B 2026 Palomar Airport Road Carlsbad, CA 92011 Phone: 760-929-2270

DATE: 12/12/2017 A/C TSN 4500 HOBBS 434 1

Airframe Entries

Completed Annual Inspection IAW FAR 43 Appendix "D" and the Cessna Inspection Time Limits Chart as a guide.

Airworthiness Directive research completed this date with new AD Compliance Record.

CW AD# 84-26-02 (Paper Induction Air Filter) by replacement of LH and RH induction air filters with new filters 2 ea. P/N P10-8421. Replacement mandatory each 500 bours or scoper based as a second page 1. hours or sooner based on condition

CW AD# 2004-21-05 (Heater Decay Test) by pressure decay test of combustion heater liner and inspection in accordance with Janitrol Maintenance and Overhaul Manual 24E25-1. No discrepancies found. Test due again in two calendar years or 100 heater hours, whichever occurs first. Current heater Hobbs: 485.1. Replaced pressure switch (due to worn threads for HIGH and LOW fittings, and unapproved modification of rivnut installation into the body of the switch as ground locations for unrelated electrical circuits) with new pressure switch P/N 94E42-3. Replaced worn spark plug with new Hartzell Engine Technologies FAA-PMA spark plug P/N CD22050. Replaced worn blower duct with new SCAT6 duct. Combustion heater operational check on ground satisfactory.

Left Engine: CW AD# 2000-01-16 (Exhaust) by inspecting the LH engine exhaust per paragraphs (b), (e) and (g). Replaced the following components aft of slip joints to turboch organists. to turbocharger with new: 2 ea. Slip joints P/N: K5355108-4

- 2 ea. Slip Joint Hardware kits P/N: 1001-6
- 1 ea. Turbocharger Wye P/N: 8294-15
- 4 ea. Turbocharger Wye Bolts P/N: MS20036-10
- 4 ea. Turbocharger Wye Nuts P/N MS20500-624
- 1 ea. Turbocharger Wye Gasket P/N: 2570-2
- 1 ea. Elbow P/N: K9910300-3
- 1 ea. Elbow clamp P/N: 2266C050-240-M
- 1 ea. LH tailpipe P/N: K9910300-1
- 1 ea. V-band clamp P/N: 2274-50
- 1 ea. Tail Pipe Support clamp P/N: 2265C450-SS
- 2 ea. Wastegate Gaskets P/N: 2570-1
- 8 ea. Wastegate Bolts P/N: AN4C11A
- 8 ea. Wastegate Nuts P/N: MS20500-428
- Work done in accordance with Cessna 421C Service Manual.
- Paragraph (b) next due in 50 hours Hobbs 484.1 (ATT 4550.0) TIS or 30 days whichever occurs later.
- Paragraph (c) next due in 5 years from this date (12-2022)
- Paragraph (d) next due at Hobbs 693.3 (ATT 4759.2) per logbook entry dated 01-15-2017.
- Paragraph (e) due in 5 years from this date (12-2022) for the new parts and the remaining exhaust system components due in 12 calendar months (12-2018).
- Paragraph (f) not applicable no multi-segment V-band clamps installed at this time.
- Paragraph (g) next due in 2500 hours TIS or 12 years whichever occurs first.

CW AD# 2000-01-16 (Exhaust) by inspecting the RH engine exhaust per paragraphs (b), (c) and (e). Inspection (pressure test) revealed holes in elbow bellows area Due to exhaust leak, replaced the following RH exhaust components with new 1 ea. RH tailpipe P/N: K9910300-2

- ea. V-band clamp P/N: 2274-50
- 1 ea. Tail Pipe Support clamp P/N: 2265C450-SS 1 ea. Elbow P/N K9910300-3
- 1 ea. Elbow clamp P/N: 2266C050-240-M
- 1 ea. Wastegate Gasket P/N:2570-1 4 ea. Nuts P/N: MS20500-428
- Work done in accordance with Cessna 421C Service Manual.

Paragraph (b) next due in 50 hours - Hobbs 484.1 (ATT 4550.0) TIS or 30 days whichever occurs later.

- Paragraph (c) next due in 5 years from this date (12-2022).
- Paragraph (d) next due at Hobbs 693 3 (ATT 4759 2) per logbook entry dated 01-15-2017.
- Paragraph (e) due in 5 years from this date (12-2022) for the new parts and the remaining exhaust system components due in 12 calendar months (12-2018).
- Paragraph (f) not applicable no multi-segment V-band clamps installed at this time
- Paragraph (g) For the new tail pipe and Elbow only, para (g) is next due in 2500 hours TIS or12 years whichever occurs first. The remaining exhaust system components aft of the slip joints are due August 2027 - per logbook entry dated 01-15-2017.

Using customer provided maintenance history, Airframe Total Times were established to be 4500.0 Hours at this Hobbs reading (434.1 Hours)

Completed General Inspection of all aftermarket installations not listed with specific instructions for continued airworthiness---Inspect IAW AC43-13-1B Chapter 5 Section 2. No defects noted

Installed EMERGENCY EXIT placard on window trim, "AFT FACING SEAT MUST BE FULL FWD WITH BACK ERECT FOR TAKEOFF & LANDING" in accordance with Cessna 421C Pilot's Operating Handbook section 2-9

Attached new Wing locker tanks placard P/N: 5100181-29 to floor, forward of the fuel selectors in accordance with Cessna 421C Pilot's Operating Handbook section 2-9

Cleaned area adjacent to right and left main tank fuel filler caps and installed placard "100 GRADE AVIATION FUEL MINIMUM USABLE - 103 GAL." in accordance with Cessna 421C Pilot's Operating Handbook section 2-9.

Cleaned area adjacent to wing locker fuel tank cap and installed placard "100 GRADE AVIATION FUEL MINIMUM USABLE - 28 GAL." in accordance with Cessna 421C Pilot's Operating Handbook section 2-9

Completed one year weight check of cockpit mounted Halon fire extinguisher. Cessna item code #262002

Replaced Left engine mixture cable with new P/N: 1220-39 with new rodend P/N S1104-3. Rigged cable per Cessna 421C service manual chapter 7-50. Operational check satisfactory

Replaced Left engine throttle cable with new P/N: 1220-37 with new rodend P/N S1104-3. Rigged cable per Cessna 421C service manual chapter 7-50. Operational check satisfactory

Installed new ground wire ring terminal for priming solenoid on Left Engine.

In accordance with TCM SID97-3G and the Fuel System set up procedures of the Cessna 421C Maintenance Manual, test equipment was installed into the fuel in accordance with Tolk Stock Stock and Tolk Stock Sto

"within limits." Adjustments made were within the limits of the aforementioned service documentation, test equipment was removed and leak checks performed. Aircraft ready for check flight Removed LH propeller: McCauley 3FF32C501A S/N 787692) from N421SM S/N 421C1213, for sublet overhaul. That removed propeller was beyond economical repair and subsequently a new "zero" time propeller assembly was installed with the following customer supplied parts: McCaulley Propeller Model No. 3FF32C501-D/G90UMB-0 S/N 170495 [Biade Serial No's. 1) ALJ30004, 2) ALJ30005, 3) ALJ30006] LH Propeller installed with 8ea new MS21044N9 nuts, 8ea P/N A4494 Spacers and 1ea new o-ring P/N A1633-49. Installed 1ea new spinner assembly P/N D5212 (Polished), 1ea new forward spinner support P/N 0855030-3, and as required forward support spacers P/N 0850330-3. Installed 39 ea new stainless spinner screws P/N P/N MS27039C and white phenolic washers. Installed 1ea "Serviceable" unpainted and bead blasted Spinner Bulkhead Assembly P/N D4506. Bulkhead was Alodyne treated, primed and painted with Jetglo Matterhorn White. The existing slip ring was cleaned and installed onto the newly painted bulkhead using 12ea AN503-5-6 drilled-head fillister screws, 12 ea NAS1149CN832R washers and safety wired. Installed 3 ea new deice harnesses P/N 6638, 3 ea new Harness Clamp Blocks P/N E5855-3, 3 ea clamps P/N MS21919WCH6 and assembled wring to bulkhead using 9ea P/N MS21083N06 nuts and the other ends were secured to the propeller blades using 9ea P/N MS21083N06 nuts, 9 ea P/N MS51957-30 screws, 9 ea P/N 7684K-ND insulators and 18ea P/N NAS1149FN632P washers. Wire harness installed in reference to McCauley Propellers C500 Series Full Feathering Maintenance, Overhaul, Parts manual 810915. Performed Dynamic Balance of LH propeller/engine assembly using the DSS Microvibe II Analyzer. Work performed in accordance with DSS Application note. Document No. AN-MV1-PROP. Permanent balance weights attached to the aft Spinner bulkhead per Chadwick Document No. 9511-2. Final results at 1900 RPM -Removed RH propeller: McCauley 3FF32C501A S/N 812973) from N421SM S/N 421C1213, for sublet overhaul. That removed propeller was beyond economical repair and subsequently a new "zero" time propeller assembly was installed with the following customer supplied parts: McCaulley Propeller Model No. 3FF32C501-D/G90UMB-0 S/N 170496 {Blade Serial No's. 1) ALE30003, 2) ALE30005, 3) ALE30006.] RH Propeller installed with 8 ea new MS21044N9 nuts, 8 ea P/N A4494 spacers and 1 ea new o-ring P/N A1633-49. Installed 1 ea new spinner assembly P/N D5212 (polished) and 1 ea new forward spinner support P/N 0855030-3. Installed forward support spacers P/N 0850330-3 as required. Installed 39 ea stainless spinner screws P/N MS27039C and white phenolic washers. Installed 1 ea "Serviceable" unpainted and bead blasted spinner bulkhead assembly P/N D4506. Bulkhead was Alodyne treated, primed and painted with Jetglo Matterhorn White. A new slip ring P/N D40099 was installed onto the newly painted bulkhead using 12 ea AN503-5-6 drilled-head fillister screws, 12 ea NAS1149CN832R washers and safety wired. Installed 3 ea new deice harnesses P/N 6638, 3 ea new harness clamp blocks P/N E5855-3, 3 ea clamps P/N MS21919WCH6. Assembled wiring to bulkhead using 9 ea P/N MS21083N06 nuts and the other ends were secured to the propeller blades using 9 ea P/N MS21083N06 nuts, 9 ea P/N MS51957-30 screws, 9 ea P/N 7684K-ND insulators and 18 ea P/N NAS1149FN632P washers. Wire harness installed in reference to McCauley Propellers C500 Series Full Feathering Maintenance, Overhaul, Parts manual 810915. Performed Dynamic Balance of RH propeller/engine assembly using the DSS Microvibe II Analyzer. Work performed in accordance with DSS Application note, Document No. AN-MV1-PROP. Permanent balance weights attached to the aft Spinner bulkhead per Chadwick Document No. 9511-2. Final results at 1900 RPM -Replaced LH propeller de-ice brush clusters with new 2 ea. P/N: RAB40189, reset brush block to slip ring per the Cessna 421C MM. Replaced RH propeller de-ice brush clusters with new 2 ea. P/N: RAB40189, reset brush block to slip ring per the Cessna 421C MM. Wing and tail surface deice system INOP. System was deactivated and placarded in accordance with FAR91.213(d). A placard on the instrument panel, in full view of the pilot, states as follows: FLIGHT INTO KNOWN ICING CONDITIONS IS NOT APPROVED - WING AND TAIL SURFACE DEICE SYSTEM DEACTIVATED IN ACCORDANCE WITH FAR 91.213(d). In addition to the PIC's responsibility to determine that this system is not required for the intended flight, at the next inspection and each subsequent inspection or maintenance event, it is the owner/operator's responsibility to assure that the deactivated system is either reactivated and corrected for proper operation or that the system remains deactivated in accordance with FAR 91.213(d). Executed FAA form 337 for the repair of the horizontal stabilizer assembly P/N 5032000-29 trailing edge, in accordance with FAA form 8110-3 dated 10-24-2017, Reference Drawing No. N421SM-101417-1. Found Trailing Edge (Extreme Trailing Edge) / RH side / Inboard Horizontal Stabilizer / Span-wise Cracks. One crack 3.7" long and one 2.2" long 4.9" of undamaged area between each crack (3.7" span-wise trailing edge crack - 4.9" unharmed, then a 2.2" span-wise trailing edge crack in skin P/N 5032000-12.) Location - Zone 322 - FS 392.9 - Inboard of R.B.L. 20.88. LH side undamaged. Trimmed RH trailing edge of horizontal stabilizer at top and bottom of trailing edge radius to remove damaged area per note one of the aforementioned drawing, and deburred. Trimmed LH trailing edge for uniformity. Installed stiffener, Cessna P/N 0523902-7, between upper and lower skin along trailing edge of horizontal stabilizer with MIL-S-8802 sealant and riveted in place following the instructions of the aforementioned drawing. Touched up paint. Weight and Balance negligible. Cleaned and glued torn weather seal on right nacelle wing locker. Cleaned and inspected LH and RH fuel strainer screens. Installed new fuel strainer filter element P/N D9-47-1 on RH side due to damaged (bent/distorted) screen. Installed new fuel bowl P/N A1-302-1 on LH side due to surface corrosion around edge of bowl that mates with o-ring. Installed new MS29513-237 and N674-70-151 Drained fuel and removed upper tank inspection panel from left wing main fuel tank to determine cause of dents/distortion on wing bottom outboard of left main gear. No foreign objects found. Dents/distortion appear to be caused by an unknown object pressing against inside of fuel tank and prying against section of fuel line traveling over distorted area in lower fuel tank skin. - No concerns were noted. Upon removal of inspection panel, found rubber gaskets coming unglued from panel. Cleaned panel and wing surfaces and re-glued gaskets in place on panel Replaced LH and RH main fuel tank filler cap perimeter o-rings, and internal o-rings P/N MS29513-010, and P/N MS29513-338. Found LH fuel tank selector control locked out of "OFF" position due to missing gearbox shaft and spring, as well as the push button and retainer clip from LH fuel tank selector control knob. Purchased new gearbox assembly P/N C100098-5 and utilized new shaft and spring on existing gearbox (shaft and spring not available separately - existing gearbox was not defective). Utilized existing LH fuel tank selector control knob and installed new push button retainer clip with locally fabricated push button in the LH fuel tank selector control knob. (Knob parts not procurable separately and Knob kit no longer available) Rigged left fuel control cable per Cessna 421C Service Manual chapter 9. Operational check satisfactory. Final ground run revealed proper engine shutdown with LH fuel tank selector in "OFF" position.

Found RH fuel tank selector control knob missing button and retainer clip. Utilized existing RH fuel tank selector control knob and installed new push button retainer clip with locally fabricated push button in the RH fuel tank selector control knob. (Knob parts not procurable separately and Knob kit no longer available) Removed left wing locker fuel tank drain valve P/N 50BSH-9 due to slow fuel seepage. Installed new drain valve P/N 50BSH-9 at that location. Leak check satisfactory.

Removed shimmy damper from NLG. Disassembled, cleaned, then reassembled utilizing new orings 1 ea P/N MS28775-012, 2 ea P/N MS28775-242, 2 ea P/N MS28775-112, 1 ea P/N MS28775-213, and backup ring 1ea P/N MS28782-18. Serviced damper with MIL-PRF-5606 hydraulic fluid, then reinstalled damper onto NLG. All work IAW Cessna Model 421C Service Manual

Adjusted aileron trim tab cable tension in accordance with the Cessna 421C Service Manual

Adjusted all aileron cable segment tensions in accordance with the Cessna 421C Service Manual.

Tightened RH flap inboard interconnect push-pull tube jam nuts during flap rigging procedure

Replaced all 6 flap push-pull rods with new 2 ea P/N 0862100-50, 2 ea P/N 0862100-51, and 2 ea P/N 0862100-52. Replaced hardware as needed. Re-rigged Flap system in accordance with the Cessna 421C Service Manual. System ready for check flight.

Tightened LH aileron bellcrank bolt, inboard of left nacelle

Replaced LH and RH hydraulic filters with new 2 ea P/N AN6235-2A and 2 ea bowl seals P/N MS28775-222.

Installed molex connectors and connected wires to magnetic compass light. Operational check satisfactory.

Found RH wing locker light inop. Switch missing in wing locker and no power to switch location. A new switch P/N 8406K1 was installed but customer declined any further corrective action at this time. System still inop.

Troubleshot inop LH and RH tail flood lights and found all four lamps inop (2 lamps LH and 2 lamps RH) after confirming voltage satisfactory at lamp holder. Installed four new lamps (2 ea. LH and 2 ea. RH) P/N GE1982. Operational check satisfactory.

Installed cable tie mount in right wing stub to support wire strung across lightening hole with no anti-chafe protection.

Installed chafe protection on wires beneath air conditioning condenser.

Manufactured and installed new battery-to-airframe ground cable using new M22759/16-2-9 wire, 2AWG 5/16 AMP Solistrand ring terminal narrow style P/N 322870 and installed in battery box. All work in accordance with AC 43.13-2B Chapter 2 Paragraph 207 (Electrical Requirements) Pages 18 and 19.

Completed Instructions for Continued Airworthiness / 6 month Concorde lead acid battery cap check, in accordance with Concorde Battery Corporation Document No. 5-0171, Revision P dated 11-02-2015. Battery passed cap check at 94.3% capacity / Due again in 6 months.

Replaced central vacuum filter with new filter 1 ea. P/N AM103435IA. Replaced vacuum regulator filters with new filters 2 ea. P/N RAB3-5-1.

Complied with Airborne Service Letter 39A (10 year mandatory replacement) by removal of corroded, timed-out vacuum manifold P/N 1H5-9. Installed "Overhauled" Vacuum Manifold. P/N 1H5-9 S/N 17083-5. See Aero Accessories Inc. FAA Form 8130-3 dated 24 Mar2017. Form tracking number 041785.

Removed inop ("stuck needle indication") suction gauge P/N CC668519-0101 S/N 09006-0126 dated 06-08-1981 and installed repaired unit P/N C668519-0101 S/N 2B (Reference Tri-County Instruments, Inc FAA form 8130-3 and Work Order 65337 dated 06/DEC/2017 for Status/Work "REPAIRED"). Ground run system operational check satisfactory.

Serviced O2 to 1850 psi.

Trimmed nacelle louver to clear rigid hydraulic line for air conditioning system.

Replaced Cabin Door support cable P/N 71540-7. (Forward Cable)

Replaced LH pressurization hose in wing root with new P/N: CM3211-10B38.0.

I certify that this AIRCRAFT has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition --end--

This aircraft, airframe, or appliance identified above has been repaired Manufacturer data and is approved for return to service.

nd/or inspected in accordance with current Regulations of the Federal Aviation Administration and

DATE: 12/12/2017

SIGNED:

Work Order: 20170724-1M

Mike Clingerman Certified Repair Station No. 1HGR058B

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MAKE: CESSNA MODEL: 421C S.N. 421C1213 REG. NO. N421SM WORK ORDER: 20170724-1M



Hangar One Avionics

Repair Station No. 1HGR058B 2026 Palomar Airport Road Carlsbad, CA 92011 Phone: 760-929-2270 DATE 12/12/2017 A/C TSN: 4500 HOBBS: 434.1

Avionics Entries

I certify that the ELT has been inspected in accordance with the requirements of FAR Section 91.207(d) and was found to be in satisfactory condition. Battery due for replacement February 2020.

I certify that the altimeter and static system tests and inspections required by 14 CFR 91.411 and transponder tests including data correspondence required by 14 CFR 91.413 have been performed and found to comply with 14 CFR Part 43 Appendices E and F.

Certified to 30,000 feet:

GDC 74A Air Data Computer P/N 011-00882-10 S/N 20614167 Copilot Altimeter P/N 5934PA-1 (A.69) S/N 1A842 Standby Altimeter P/N 43300-61288 S/N 3056 #1 GTX 33 Transponder P/N 011-00779-30 S/N 89124205

#2 GTX 327 Transponder P/N 011-00490-00 S/N 83746361

During FAR 91.411 inspection found the Pilot Static system to leak beyond tolerance. Troubleshot problem and determined the drain sump bottle to be defective. Installed new condition sump bottle P/N S1258-1 (ref. FAA form 8130-3 dated 10 Aug., 2017 completed by Textron Aviation under WO# 2790348). Tested system in accordance with 14 CFR Part 91.411 paragraph (a)(2). No defects were noted.

During FAR 91.411 inspection found the Copilot static system to leak beyond tolerance. Troubleshot problem and found the Standby Altimeter and the drain sump to be defective. Installed repaired condition standby altimeter P/N 43300-61288 S/N 3056 (ref. FAA form 8130-3 dated 25 Sep., 2017 completed by Mid-Continent Instruments and Avionics under WO# 200888035) and static drain sump P/N S1258-1 (ref. FAA form 8130-3 dated 10Aug., 2017 completed by Textron Aviation under WO# 2790348). Tested system in accordance with 14 CFR Part 91.411 paragraph (a)(2) and (3). No defects were noted.

During FAR 91.411 inspection found the #2 Transponder Altitude display to be dashed. Troubleshot problem and determined the Encoding Altimeter is defective. Removed unit and sent to repair facility for service. Received and installed same repaired condition unit P/N 43300-61288 S/N 3056 (ref. FAA form 8130-3 dated 25 Sep., 2017 completed by Mid-Continent Instruments and Avionics under WO# 200888035). Tested system in accordance with 14 CFR Part 91.411 paragraph (a)(2) and (3). No defects were noted.

During FAR 91.411 inspection found the standby altimeter fails the Scale Error Test at ground level. Installed repaired condition unit P/N 43300-61288 S/N 3056 (ref. FAA form 8130-3 dated 25 Sep., 2017 completed by Mid-Continent Instruments and Avionics under WO# 200888035). Tested system in accordance with 14 CFR Part 91.411 paragraph (a)(2) and (3). No defects were noted.

Found HSI (Co-Pilot's) not tracking during ground run-taxi check. Removed HSI P/N 52D137-2331 S/N 1-8119 B. Installed customer supplied "overhauled Condition" HSI P/N 52D137-2331 S/N 1-4315 B (Ref. FAA Form 8130-3 tracking number 000315051 dated 6 Oct. 2017 completed by MidContinent under WO# 200888595). On ground system operational checks, including taxi checks satisfactory. Aircraft ready for check flight.

Co-Pilot's Turn and Bank Instrument / Yaw Damper: Deactivated and placarded the Co-Pilot's Turn and Bank Instrument / Yaw Damper "inoperative" in accordance with FAR 91.213(d). A placard affixed to the instrument panel, in full view of the pilot and Co-Pilot, states as follows: CO-PILOT'S TURN AND BANK INSTRUMENT AND YAW DAMPER INOPERATIVE IAW FAR 91.213(d)." In addition to the PIC's responsibility to determine that this system is not required for the intended flight, at the next inspection and each subsequent inspection or maintenance event, it is the owner/operator's responsibility to assure that the deactivated system is either reactivated and corrected for proper operation or that the system remains deactivated in accordance with FAR 91.213(d).

Removed wet compass and installed new unit P/N C2400L4VT. Performed Wet Compass swing and affixed new compass correction card with the following results: N=001, 030=032, 060=062, E=091, 120=120, 150=147, S=177, 210=208, 240=240, W=269, 300=300 and 330=330.

Davtron Digital Clock: Deactivated and placarded the Digital Davtron Clock "inoperative" in accordance with FAR 91.213(d). A placard affixed to the instrument panel, in full view of the pilot, states as follows: "DIGITAL CLOCK INOPERATIVE IAW FAR 91.213(d)." In addition to the PIC's responsibility to determine that this system is not required for the intended flight, at the next inspection and each subsequent inspection or maintenance event, it is the owner/operator's responsibility to assure that the deactivated system is either reactivated and corrected for proper operation or that the system remains deactivated in accordance with FAR 91.213(d).

This aircraft, airframe, or appliance identified above has been repaired another inspected in accordance with current Regulations of the Federal Aviation Administration and Manufacturer data and is approved for return to service.					
DATE: 12/12/2017	SIGNED:	Work Order: 20170724-1M			
	Mike Clingerman Certified Repair Station No. 1HGR058B	Printed by EBis 3 (datcomedia.com)			
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