



**AIRFRAME
MAINTENANCE
RECORDS**
Book 3

Registration No.

N876DS

Serial No.

421C1213

march
2006 -



AIRFRAME MAINTENANCE RECORDS

Log No. 3

Aircraft Registration No. N876DS
Model Cessna 421C
Serial No. 421C1213

Waco Regional Airport • P.O. Box 5219 • Waco, Texas 76708

254/752-8381

FAX 254-752-3307

1-800-445-9713

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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-swaged 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.

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

SUB-TOTALS this page
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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				
Make:	CESSNA	Model:	421C	Date:: 7/7/2006
Registration:	N876DS	Serial #:	421C-1213	
Tach:	121.9	Total Hours:	0	
.Reseal both brake calipers using new MS28775-132 o-rings bleed and check system operation. I certify this aircraft has been inspected/or repaired in accordance with Federal Aviation Regulations and determined to be in airworthy condition with respect to work performed and is hereby returned to service.				
Seth Dunn			A & P: 539111687	



FAA REPAIR STATION #U8SR971!

6900 Acco Street, Montebello, CA. 90640 USA
Tel. 323-727-6000 - 800-247-8473 Fax 323-727-6998

Component: **AIRCRAFT TIRE**

Manufacturer Name: *Condor*

Tire Size: *600-6*

Ply Rating: *6* Type: *R-13*

Serial Number: *7132P00542*

The aircraft component identified above was repaired and inspected in accordance with current FAA Regulations and was found airworthy for return to service.

Pertinent details of the repair are on file at this Repair Station under Work Order:

No. *31246*

A.D.#
Date: **MAY 31 2006**

Signed: *[Signature]*

Model: 421C Date:: 9/11/2006

Serial #: 421C-1213

Total Hours: 0

ops check good, I certify this engine has been repaired and/or Federal Aviation Regulations and determined to be in airworthy condition hereby returned to service.

A & P: 2226812

Date: 9/28/2006

#: 421C-1213

Hours: 0

19 install new Condor tire S/N 7132P00542 repaired at CRS# 15-0 tube, Install new P/N LM29749-20629 Bearings and LM- been repaired and/or inspected in accordance with current Federal airworthy condition with respect to work performed and is hereby

A & P: 2226812

15.2

1. REPLACED R/H ALTERNATOR FIELD WIRE FROM VOLTAGE REGULATOR TO TERMINAL BLOCK IN STUB WING. REPLACED OTHER DAMAGED WIRES AS NEEDED. REPLACED NOISE FILTER P/N 76219-1 AND FIELD FUSE P/N MDX3.0 CHECKED VOLTAGE REGULATOR PARALLELING CIRCUIT OK.
2. REPLACED A/C REC-DRYER P/N 9910157-5, FITTINGS P/N 6C6X-S, COMPRESSOR P/N 83903 S/N 0941512380 AND CONDENSOR P/N 5154049-34 S/N ACS-24798 REPAIRED BY RS# OC8R986J WO# 24798/4187, SERVICED SYSTEM WITH R-12 OPS CHECKED OK.
3. SERVICED O2 AND N2.
4. INSTALLED NEW CAMLOC'S BATTERY BOX COVER P/N 2700-7 AND WASHER'S P/N 2600SW.

STEPHEN R. ERICKSEN
2885669A&P

NORTH TEXAS AIRCRAFT SERVICES, INC.

WO# 3284

TOTALS—Carry forward to next page

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
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TOTALS brought forward from previous page

Make: CESSNA Model: 421C Date: 7/7/2006
 Registration: N876DS Serial #: 421C-1213
 Tach: 121.9 Total Hours: 0

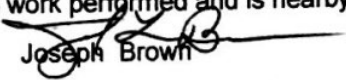
.Reseal both brake calipers using new MS28775-132 o-rings bleed and check system operation. I certify this aircraft has been inspected/or repaired in accordance with Federal Aviation Regulations and determined to be in airworthy condition with respect to work performed and is hereby returned to service.

Seth Dunn 

A & P: 539111687

Make: CESSNA Model: 421C Date: 9/11/2006
 Registration: N876DS Serial #: 421C-1213
 Tach: 221.7 Total Hours: 0

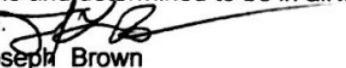
Install new Gill battery S/N G02286086 ops check good, . I certify this engine has been repaired and/or inspected in accordance with current Federal Aviation Regulations and determined to be in airworthy condition with respect to work performed and is hereby returned to service.

Joseph Brown 

A & P: 2226812

Make: CESSNA Model: 421C Date: 9/28/2006
 Registration: N876DS Serial #: 421C-1213
 Tach: 232.3 Total Hours: 0

Remove nose tire P/N 606C66-2 S/N 91971119 install new Condor tire S/N 7132P00542 repaired at CRS# U8SR971J under WO# 31246, New PN 092-315-0 tube, Install new P/N LM29749-20629 Bearings and LM-29710-20629 races. I certify this engine has been repaired and/or inspected in accordance with current Federal Aviation Regulations and determined to be in airworthy condition with respect to work performed and is hereby returned to service.

Joseph Brown 

A & P: 2226812

1-4-2007 N876DS S/N 421C1213 HM 335.2

1. REPLACED R/H ALTERNATOR FIELD WIRE FROM VOLTAGE REGULATOR TO TERMINAL BLOCK IN STUB WING. REPLACED OTHER DAMAGED WIRES AS NEEDED. REPLACED NOISE FILTER P/N 76219-1 AND FIELD FUSE P/N MDX3.0 CHECKED VOLTAGE REGULATOR PARALLELING CIRCUIT OK.
2. REPLACED A/C REC-DRYER P/N 9910157-5, FITTINGS P/N 6C6X-S, COMPRESSOR P/N 83903 S/N 0941512380 AND CONDENSOR P/N 5154049-34 S/N ACS-24798 REPAIRED BY RS# OC8R986J WO# 24798/4187, SERVICED SYSTEM WITH R-12 OPS CHECKED OK.
3. SERVICED O2 AND N2.
4. INSTALLED NEW CAMLOC'S BATTERY BOX COVER P/N 2700-7 AND WASHER'S P/N 2600SW.

STEPHEN R. ERICKSEN
2885669A&P

NORTH TEXAS AIRCRAFT SERVICES, INC.

WO# 3284

TOTALS—Carry forward to next page

Gentleman, we hereby certify that the work performed conforms to applicable specifications. Substantiating available for inspection upon request.
 Signori, con questo documento noi certifichiamo che i materiali e i lavori sono conformi alle specifiche.

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
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Make: CESSNA Model: 421C 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 hereby returned to service with respect to work performed.

Joseph Brown *JLB*

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

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**** 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 111A1 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
 N876DS S/N 421C1213 CESSNA 421C

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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#: 52D137-2331 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.

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# 2286 05-February-2007 WO# 13375/1 REF# 13375 Document# FL13 AC TT 841.0
 N876DS S/N 421C1213 CESSNA 421C

Pg 3 / 3

Mark Pledger

2-5-07



Discrepancy Sheet

OWNER: RITE WAY AIRCRAFT CHARTER INC.

Total Time HM 335.2

N # 876DS

Model Cessna 421C

Serial # 421C1213

Item # 1	Discrepancy: <u>Smoke in cockpit.</u>
Corrective Action: <u>Removed cockpit interior and R/H engine cowlings and found battery master switch ground wire melted off insulation. Found R/H alternator shielded field wire from R/H voltage regulator to terminal block in R/H stub wing shorted from center conductor to shield. Found R/H alternator noise filter wire shorted to ground and insulation melted off R/H alternator field fuse blown and incorrect</u>	
Time _____	

****CONTINUED BELOW**

Performed by: _____ Cert. _____ Date _____

Inspected by: _____ Cert. _____ Date _____

Item #	Discrepancy: **ITEM #1 CONTINUED
Corrective Action: <u>fuse installed. Removed and replaced master switch ground wire from switch to ground block with 20 gauge wire. Removed and replaced R/H alternator shield wire from R/H voltage regulaor to R/H terminal block in stub wing. Removed R/H heat exchanger to gain access to wire. Installed new 18 guage shielded wire. Removed and replaced several sections of damaged 20 guage wire that was adjacent</u>	
Time _____	

****CONTINUED BELOW**

Performed by: _____ Cert. _____ Date _____

Inspected by: _____ Cert. _____ Date _____

Item #	Discrepancy: **ITEM #1 CONTINUED
Corrective Action: <u>to shielded wire. Installed 1 each MDX3.0 fuse in R/H alt. field fuse holder. Ground ran aircraft and R/H alternator. OPS check OK. L/H & R/H alternator voltage regulator parallel check OK. Re-installed R/H heat exchanger and aircraft interior. Installed new noise filter on R/H alternator P/N 76219-1.</u>	
Time <u>47.25 hrs.</u>	

Performed by: Michael S. Moore Cert. A&P 3064481 Date 12-15-06

Inspected by: DENNIS M. BREEN Cert. A&P 2896038 Date 12-15-06



Discrepancy Sheet

Customer RITE WAY AIRCRAFT CHARTER INC.

Total Time HM 335.2

N # 876DS

Model Cessna 421C

Serial # 421C1213

Item # 2	Discrepancy: No Freon in A/C.
Corrective Action: Leak check A/C system. Found and corrected leaking fitting at Co-Pilot's evaporator. Found leaking fittings in receiver dryer. Incorrect receiver-dryer installed. Installed new receiver-dryer P/N 9910157-5 with correct 90° fittings P/N 6C6X-S. Found compressor leaking. Removed and replaced compressor P/N 83903 s/n 09415 12380. Condensator coil leaking. Removed condensator coil for repair.	
Time _____	

****CONTINUED BELOW**

Performed by: _____ Cert. _____ Date _____

Inspected by: _____ Cert. _____ Date _____

Item #	Discrepancy: **ITEM #2 CONTINUED
Corrective Action: Installed repaired condensator P/N 5154049-34 s/n AGS-24798. Condensator repaired by AMERICAN COOLER SERVICE, INC. Repair Station #OC8R986J. Refer to 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 OK. Tightened loose wires on A/C switch behind instrument panel.	
Time <u>23.75 hrs.</u>	

Performed by: MICHAEL S. MOHR Cert. A&P 3064481 Date 01-04-07

Inspected by: DENNIS M. GREEN Cert. A&P 2896038 Date 01-04-07

Item # 3	Discrepancy: Noise under Co-Pilot's floorboards during gear retraction.
Corrective Action: Jacked up aircraft and hooked up hydraulic mule. Performed gear retraction and found protective coating on nose gear door trapeze rubbed off and making rubbing noise when contacting nose gear strut. Applied anti-chafe tape to nose gear door trapeze and OPS check OK. Serviced hydraulic reservoir.	
Time <u>4.00 hrs.</u>	

Performed by: MICHAEL S. MOHR Cert. A&P 3064481 Date 12-11-06

Inspected by: DENNIS M. GREEN Cert. A&P 2896038 Date 12-11-06



Discrepancy Sheet

Customer RITE WAY AIRCRAFT CHARTER INC.

Total Time HM 335.2

N # 876DS

Model Cessna 421C

Serial # 421C1213

Item # 4
Discrepancy: Service N²

Corrective Action: Serviced emergency air bottle with Nitrogen to green arc.

Time 0.25 hr.

Performed by: *Michael S. Mohr* Cert. A&P 3064481 Date 12-11-06

Inspected by: *Dennis M. Green* Cert. A&P 2896038 Date 12-11-06

Item # 5
Discrepancy: Service O²

Corrective Action: Serviced O² to 1850 PSI

Time 0.50 hr.

Performed by: *Michael S. Mohr* Cert. A&P 3064481 Date 12-12-06

Inspected by: *Dennis M. Green* Cert. A&P 2896038 Date 12-12-06

Item # 6
Discrepancy: 4 Camlocs missing from battery access panel.

Corrective Action: Installed 3 each Camlocs P/N 2700-7 and 1 each Camloc P/N 2700-4 and 14 each Camloc washers P/N 2600SW2.

Time 0.75 hr.

Performed by: *Michael S. Mohr* Cert. A&P 3064481 Date 12-12-06

Inspected by: *Dennis M. Green* Cert. A&P 2896038 Date 12-12-06

W
C
A

FLITE ELECTRONICS, Inc.
4786 Airport Parkway
Addison, TX 75001

FAA CERT. REPAIR STA. DG2R767K

Customer WRISTON
Appliance PT 859A
Part # 42260-1028
Serial # 1546
Reason For Repair INOP

This Appliance was

- Checked Repaired
 Overhauled Calibrated

Technician [Signature]

FL2

REG: N876DS
107 ALT. P/N: CA-301A
ARC ALT. S/N: 3056

W/O# 070404

ALTITUDE FEET	ALTIMETER READS	
	UP	TOLERANCE
12,000	11995	± 90
14,000	13950	± 100
16,000	16020	± 110
18,000	18005	± 120
20,000	20020	± 130
22,000	22055	± 140
25,000	25020	± 155
30,000	30005	± 180
35,000		± 205
40,000		± 230
45,000		± 255
50,000		± 280

WORK PERFORMED—
OF PERSON PERFORMING WORK

R683J

ER AND STATIC
BY FAR 91.411
CORDANCE WITH
METER WAS
ON 4/13/07
TEST ARE ON FILE
RKORDER NO. 070404
FOR
C.R.S. No. R2FR683J

UNDER MAKE ARC
1546 AS INSTALLED IN
TED AS REQUIRED
WITH FAR 43
11/07 TACH 392.5
EST ARE ON FILE
AT THIS AGENCY UNDER WORKORDER NO. 070404
DATE 4/11/07 SIGNED [Signature] FOR
C.R.S. No. R2FR683J

N15C3740610

(214)212-0499

Make: CESSNA Model: 421C Date: 4/13/2007
Registration: N876DS Serial #: 421C-1213
Tach: 392.5 Total Hours: 3204.6

Annual inspection performed, AD's checked through BW2007-07. Note: Hobbs ran on jacks was 369.6 now 392.5 logbook entry reflects current hobbs and times. C/W AD# 2000-01-16 par (b) visual inspection found good due again in 50hrs. Par (c) tailpipe removal and inspection right found servicable due again in 12 months, left sent for repair/overhaul at CRS# BG2R715K under WO# IIA82 due again in 500hrs, Par (d) engine beam inspection checked good due again in 500 hours, Par (e) pressure check checks good due again in 12 months, Par (f) not applicable multi segmented clamps not installed at this time, Par (g) due at 2500 hours or 12 years after installation of overhauled or new exhaust system. C/W AD# 95-09-13 fuel float valve inspection per MEB93-10R1 Found in limits due again in 600 hours, C/W AD#2004-25-16 fuel regulator/shutoff per SB# A-107A section 5 no leaks noted due again in 100 hours, C/W AD# 91-25-08R1 par (a)(d)(3) per SB# MEB91-7 no cracks found due again in 300 hours, C/W FAR 91.207 (d) inspection and check of ELT due again in 12 months, install new ELT battery P/N 00-60-62 expiration (date 5/09) Install new P/N AM106735EA induction air filters, Repair wiring to left landing light ops check good, Replace broken nutplate right lower nacelle aft inspection panel, Install new P/N 76219-1 capacitor on right alternator, Remove gear blowdown bottle P/N 9910154 S/N 4609 for hydrostatic check at CRS# UY1R549K under WO# 21262 service and reinstall due again in 5 years, Send oxygen bottle P/N C166001-0813 S/N 44447 for hydrostatic check at CRS# UY1R549K under WO# 21263 service and reinstall due again in 6 years. Install new P/N MS29513-338 fuel cap o-rings, Replace 2ea missing vortex generators, Install new P/N RA-B3-5-1 vacuum relief filters, Install new oxygen capillary tube P/N C166011-0106, I certify this aircraft has been inspected and/or repaired in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is hereby returned to service with respect to work performed.

Joseph Brown

[Signature]

IA: 2226812

SUB-TOTALS this page

TOTALS—Carry forward to next page

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WRISTON AVIATION F.A.A. C.R.S. R2FR683J

AIRCRAFT- Cessna 421C
 TAIL NO.- N876DS
 TACH. TIME- 392.5

Encoding Altitude: ARC EA-701A
 in 3056

R2 Altitude: Unid. 53510A-1
 in 2A742

R2 of 2 Transponder (ARC RT-551A
 W1546) after repair by Fife Electronics
 WPT# 15523 functional test good
 R2 A/C alt transponder switch
 R2 both static system pumps
 both pitch/ static systems both
 tested good. *[Signature]*
 W15C3940610

I CERTIFY THAT THE ALTIMETER AND STATIC SYSTEMS TEST AS REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED IN ACCORDANCE WITH FAR 43 APPENDIX E. THE ALTIMETER WAS TESTED TO 30,000 FEET ON 4/13/07 PERTINENT DETAILS OF THE TEST ARE ON FILE AT THIS AGENCY UNDER WORKORDER NO. 0704041 DATE 4/11/07 SIGNED *[Signature]* FOR WRISTON AVIATION C.R.S. No. R2FR683J

I CERTIFY THAT THIS TRANSPONDER MAKE ARC MODEL RT-551A S/N 16011546 AS INSTALLED IN THIS AIRCRAFT HAS BEEN TESTED AS REQUIRED BY FAR 91.413 IN ACCORDANCE WITH FAR 43 APPENDIX F ON THIS DATE 4/11/07 TACH 392.5 PERTINENT DETAILS OF THE TEST ARE ON FILE AT THIS AGENCY UNDER WORKORDER NO. 0704041 DATE 4/11/07 SIGNED *[Signature]* FOR WRISTON AVIATION C.R.S. No. R2FR683J

(214)212-0499

Make: CESSNA Model: 421C Date: 4/13/2007
 Registration: N876DS Serial #: 421C-1213
 Tach: 392.5 Total Hours: 3204.6

Annual inspection performed, AD's checked through BW2007-07. Note: Hobbs ran on jacks was 369.6 now 392.5 logbook entry reflects current hobbs and times. C/W AD# 2000-01-16 par (b) visual inspection found good due again in 50hrs, Par (c) tailpipe removal and inspection right found serviceable due again in 12 months, left sent for repair/overhaul at CRS# BG2R715K under WO# IIA82 due again in 500hrs, Par (d) engine beam inspection checked good due again in 500 hours, Par (e) pressure check checks good due again in 12 months, Par (f) not applicable multi segmented clamps not installed at this time, Par (g) due at 2500 hours or 12 years after installation of overhauled or new exhaust system. C/W AD# 95-09-13 fuel float valve inspection per MEB93-10R1 Found in limits due again in 600 hours, C/W AD#2004-25-16 fuel regulator/shutoff per SB# A-107A section 5 no leaks noted due again in 100 hours, C/W AD# 91-25-08R1 par (a)(d)(3) per SB# MEB91-7 no cracks found due again in 300 hours, C/W FAR 91.207 (d) inspection and check of ELT due again in 12 months, install new ELT battery P/N 00-60-62 expiration date 5/09. Install new P/N AM106735EA induction air filters, Repair wiring to left landing light ops check good, Replace broken nutplate right lower nacelle aft inspection panel, Install new P/N 76219-1 capacitor on right alternator, Remove gear blowdown bottle P/N 9910154 S/N 4609 for hydrostatic check at CRS# UY1R549K under WO# 21262 service and reinstall due again in 5 years, Send oxygen bottle P/N C166001-0813 S/N 44447 for hydrostatic check at CRS# UY1R549K under WO# 21263 service and reinstall due again in 6 years. Install new P/N MS29513-338 fuel cap o-rings, Replace 2ea missing vortex generators, Install new P/N RA-B3-5-1 vacuum relief filters, Install new oxygen capillary tube P/N C166011-0106, I certify this aircraft has been inspected and/or repaired in accordance with current Federal Aviation Regulations and is determined to be in airworthy condition and is hereby returned to service with respect to work performed.

Joseph Brown
[Signature]

IA: 2226812

SUB-TOTALS this page

TOTALS—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME
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Make: CESSNA Model: _____
 Registration: N876DS Serial #: _____
 Tach: 456.9 Total Hours: _____

C/W AD# 200-01-16 per par (b) exhaust visual insp
 main gear tires Install 6.00X10 8PR Goodyear Flig
 Clean inspect and repack bearings check brake w
 in accordance with current Federal Aviation Regula
 performed

Joseph Brown
 Joseph Brown

FLITE ELECTRONICS, INC. 4786 AIRPORT P
 LOG ID# 2454 07-September-2007 WO# 11
 N876DS S/N 421C1213 CESSNA 421C

**** ITEM # 11947-1 GNS-530 WAAS UPGRADE
 DISCREPANCY: Upgrade GNS-530 to WAAS.
 Model: GNS-530W Part#: 011-01064-40 Seri
 ACTION: Removed GNS-530 from aircraft. Shi
 WAAS upgrade under RMA # W4019062. Receiv
 after upgrade. Installed GNS-530W in air
 accordance with Garmin STC SA01933LA upgra
 Removed GA-56 GPS antenna and installed GA
 Flew aircraft for GPS certification, syste
 list. See 337 for details.

**** ITEM # 11947-2 GLIDESLOPE ****
 DISCREPANCY: Glideslope flag inop, NAV flag sticking.
 Model: IG-859 Part#: 52D137-2331 Serial#: 1-81198
 ACTION: Troubleshoot 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
 1-81198. 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 TT 535.0
 N876DS S/N 421C1213 CESSNA 421C

DG2R767K MARK PLEDGER for Flite Electronics

Date

9-7-07

Make: CESSNA Model: 421C
 Registration: N876DS Serial #: 421C-1213
 Tach: 538.2 Total Hours: 0

Date: 9/27/2007

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 hereby returned to service with respect to work
 performed.

David Imfeld *David Imfeld*

A & P: 2701698

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TOTALS—Carry forward to next page

SERVICEABLE PARTS TAG



BACON
 EQUIPMENT COMPANY
 2709 NORTH BECKLEY
 DALLAS, TX 75208
 FAA REPAIR STATION UY1R549K

Customer *FLITE ELECTRONICS*

HYDROTESTED - Unit is hydrostatically tested to applicable
 specifications, inspected, reated as required.
 INSPECTED & WEIGHT CHECKED.
 RECHARGED - refilled with agent per applicable specifications.
 BENCH CHECKED - When unit is attached to test stand and given
 a functional test.
 REPAIRED - When one or several defective parts are replaced to
 make the unit serviceable. Unit given a functional test per
 manual. Time not zeroed.
 OVERHAULED - When unit is completely disassembled, all parts
 checked, worn parts replaced. Unit functionally checked. Time
 zeroed per manual.

Item *EMERG GEAR BATTLE*
 Part No. *9910154*
 Ser. No. *4609*

MED—
 REFORMING WORK

5/21/2007

urs, Change both
 S/N 70370038,
 and/or repaired
 t to work

Pg 1 / 2

factory for
 n in
 ev B.
 a doubler.
 equipment

N876DS
 4/5/07

The component identified on the reverse side was

Page 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
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Make: CESSNA Model: 421C Date: 5/21/2007

Registration: N876DS Serial #: 421C-1213

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
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 N876DS S/N 421C1213 CESSNA 421C	Pg 1 / 2
--	----------

**** 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 SA01933LA 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#: 52D137-2331 Serial#: 1-81198
ACTION: Troubleshoot 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 1-81198. 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 TT 535.0 N876DS S/N 421C1213 CESSNA 421C	Pg 2 / 2
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Mark Pledger 9-7-07
DG2R767K MARK PLEDGER for Flite Electronics Date

Make: CESSNA Model: 421C Date: 9/27/2007

Registration: N876DS Serial #: 421C-1213

Tach: 538.2 Total Hours: 0

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 hereby returned to service with respect to work performed.

David Imfeld *David Imfeld*

A & P: 2701698

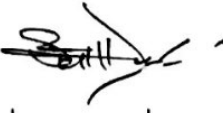
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TOTALS—Carry forward to next page

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
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Make: CESSNA Model: 421C 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

27.3
off


 Johnson Aviation
 353 Airport Rd.
 Tyler Texas 75704


Date: 5/1/08
 HM: 689.7
 ATT: 3497.4

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&P31293141A 

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.

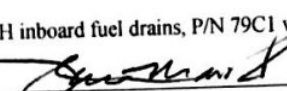
THE PREVIOUSLY DESCRIBED WORK WAS PERFORMED AND INSPECTED IN ACCORDNCE WITH CURRENT RULES OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE.

SIGNATURE: 

Russell Martin A&P 2798096 IA

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TOTALS—Carry forward to next page

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
				Clear Star Aviation LLC 4765 Frank Luke Dr., Addison, Texas 75001 972-267-2376 FAA CRS 5CSR009B
				N876DS Cessna 421C S/N 421C1213 03-03-2009 Hobbs 973.1 Total Time 3756.5. Work Order: 112093
				The R/H and L/H inboard fuel drains, P/N 79C1 were replaced.
				Russell Martin  FAA CRS 5CSR009B

Total Time _____
Phazar Aerocorp
Cessna 421C N876DS

SO-09-002151

Total Landings _____
March 6, 2009
S/N 421C1213

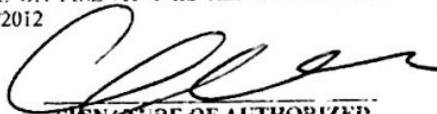


INTERIOR REFURBISHMENT AS FOLLOWS:

Removed existing cabin sidewall panel material. Replaced with Woven Sand fabric, Color Desert Sand, Lot #E11-2151 Ref Certificate of Flammability Testing, Test Report # 29526 dated 03/06/09.
 Removed existing cabin carpet. Replaced with AIP, CTM Grid/Black & Tan Wool Carpet, Roll Item #640626. Ref Certificate of Flammability Testing, Test Report #18122 dated 03/14/06.
 Removed existing OEM lower cabin door support cables, P/N 71540-7. Replaced lower cabin door support cables Aero Cables Corp. FAA-PMA P/N 51-00.
 Weight and balance not affected.


KURT CESSAC AP3361808

SEE BINDERS FOR WORK PERFORMED BETWEEN 2009 & 2014. Michael Key "A564294175"			
Date: 7/20/2012 Tail # N876DS	BETTENCOURT AVIATION, INC. HOBBS: 1159.8 AIRFRAME	TTAF: 3943.2 S/N: 421C1213	
The following items of note were accomplished at this time			
1 LUBE LANDING GEARS 2 PERFORM LANDING GEAR RETRACTION IAW 421C SM 3 LUBE FLIGHT CONTROLS IAW CESSNA 421C SM 4 FUNCTION CHECK ELT 5 REPLACE ELT BATTERY WITH NEW. EXP 09/14 6 INSPECT ELT FOR FAR §91.207 7 C/W AD 2012-03-06 N/A NOT FITTED AVSTAR FUEL SYSTEM 8 C/W AD 2010-11-04 N/A DUE TO MFG DATE & NO LIFTERS WERE CHANGED DURING AFFECTED DATES 9 C/W AD 2009-24-52 S/S BY AD 2010-11-04 10 C/W AD 2009-24-51 N/A S/S BY AD 2009-24-52 11 C/W AD 2005-20-04 S/S BY AD 2007-05-12			
This aircraft was ground run, taxied, leak checked and all Systems Checked and found acceptable And safe for it's intended flight			
I hereby certify that the aircraft or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service, with respect to the work accomplished. Pertinent details are on file at this agency under WO BA-184			
DAVID BETTENCOURT FOR		BETTENCOURT AVIATION, INC A&P 2328724	

TOTALS—Carry forward to next page

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
				<p>MAKE: CESSNA MODEL: 421C S/N: 421C1213 REG.: N876DS</p> <p>EXCHANGED GARMIN GA-35 P/N 013-00235-00 S/N _____ WITH S/N 77622 CHECKED ARC RT-859A P/N 42240-1028 S/N 1601 & S/N 1546 IN AIRCRAFT. CLEANED DIRTY SWITCHES. REINSTALLED D&M DMELT 6.1 S/N 10580 FOLLOWING BATTERY REPLACEMENT. MEETS SPEC PER 91.207(D).</p> <p style="text-align: center;">MAINTENANCE RELEASE</p> <p>THE COMPONENT OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND/OR INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER # 8350 DATED: 06/27/2012</p> <p>AVIONICS MASTERS, INC. 1001 W. CYPRESS CREEK RD, STE 309 FT. LAUDERDALE, FL 33309 FAA CRS VIMR095K (954) 491-2580</p> <div style="text-align: right;">  SIGNATURE OF AUTHORIZED REPRESENTATIVE: CHARLES L. HUNT JR. 3018229 </div>
				<div style="text-align: center;">  STRAUBE'S AIRCRAFT SERVICES ARIZONA, HAWAII </div> <p>Straube's Aircraft Services, Inc. 4890 Flightline Drive Kingman, AZ 86401 (928) 757-2727/(928)757-5474</p> <p>N421SM MDL:421C SER: 1213 4004.3 TAF 11/30/12 Hobbs: 1169.3</p> <p>Removed flight controls for paint. Checked static balance of controls IAW service manual after paint. All static moments determined to be within limits. Re-installed controls using existing hardware. No Rigging alterations made.</p> <p>N# change from N876DS to N421SM per form #8050-64. N #'s are per FAA regulations.</p> <p>PAINT Chromate Free Epoxy Primer Jet Glo: Matterhorn White CM0840505 Acry Glo: Med. Concorde Blue 10717 Acry Glo: Cumulus Gray 10680 Acry Glo: Wine 10628</p> <div style="text-align: right;">  Greg Johnson A&P 519602715 </div>
				<p style="text-align: center;">SUB-TOTALS this page</p> <p style="text-align: center;">TOTALS—Carry forward to next page</p>

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

W.O. No 15115
Date Oct. 2, 2012
Tach. _____

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.

X _____

Name: Sam Agronon
Address 2316 Glenbrook Way
City & State Las Vegas NV 89117

Make Cessna
Model 421
Part No. 5133020-200
Assembly No. or Title Rudder assy.

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

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

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

Date: Oct. 2, 2012 Signed: Ray S. Williams

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

WWFR 300K

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.

Date: Oct. 2, 2012

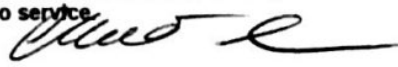
By Ray S. Williams
Authorized Signature for Repair Station WWFR 300K

**HORTON AVIATION SERVICES LLC
2732 PERIMETER ROAD, SUITE 101
NORTH LAS VEGAS, NEVADA 89032
REPAIR STATION # YHSR284L**

**N421SM MFG: CESSNA MODEL: 421C S/N: 421C1213
W.O.# 14-208 DATE: 09/10/2014 HOBBS 38.9**

**WEIGHED AIRCRAFT AND INSTALLED NEW WEIGHT AND
BALANCE IN POH.**

**The aircraft and/or component identified was repaired and
inspected in accordance with Federal Aviation Regulations and
is approved for return to service.**



DESCRIPTION OF WORK PERFORMED—
& CERTIFICATE NO. OF PERSON PERFORMING WORK

ward from previous page

GENERAL AVIATION
340 WITHERSPOON WAY
EL CAJON CA 92020
03-20-2015

Hobbs: 108.0
AIRFRAME LOG

N421SM
C421-C
S/N: 421C1213
TTAF: 4112.3

- IAW FAR 91.409 (d) Sent a letter to the Las Vegas FSDO requesting Mr. Mark Hutton to allow this aircraft N421SM Cessna 421-C S/N 421C1213 to be placed on Cessna's 421C Progressive Care Maintenance Program written for this model aircraft.
- Performed an **Operation 1** inspection on aircraft IAW Cessna 421C Progressive Care Maintenance Program.
- Completed an AD search of AD notes due on the aircraft.
- C/W F.A.R 91.207(d) By visual and functional test of E.L.T. transmitter and G-switch no discrepancies found.
- Serviced the air conditioning with 4 lbs. Of R-12. Repaired a small leak by tightening sight glass.
- Serviced the nitrogen blow down bottle to 1800 lbs.
- Serviced the oxygen system to 1700 PSI.
- Test ran the cabin heater and checked for proper operation of heater controls.
- All interior and exterior lighting checked for proper operation.
- Replaced several cowling fasteners with longer ones. Chafe tape is making a tight fit.
- Lubricated all exposed hinge points and those accessible during the inspection.
- Bled both sides of the spoiler system and serviced the reservoir per instructions with MIL H 5606 hydraulic fluid. Spoiler ground check and flight check was normal.
- Cabin heater circuit breaker is pulled and tied until AD **04-25-16** and AD **96-20-07**.
- **C/W AD 95-09-13 Fuel Tank Inlet float Valve** by performing a functional test outlined in **MEB 93-10R1** using test Box P/N 74D81T both wing tanks are ok at this time. Next due in **600** hours or **4712.3** TTAF.
- **C/W AD 00-01-16 EXHAUST RELIABILITY INSPECTION**
Paragraph (b) Inspection of exhaust system due every **50** hours or **30** days whichever occurs later.
Paragraph (c) Remove and inspect tailpipe due every **500** hours.
Paragraph (d) Inspection of outboard engine beam and canted bulkhead due every **500** hours.
Paragraph (e) Inspection and pressure test of exhaust system from slip joints and aft due every **12** months.
Paragraph (f) Replacement of the multi segment clamps due each **500** hours.
Paragraph (g) Remove exhaust system from slip joints aft and send out for overhaul due every **2500** hours or **12** years.
NOTE: All times below reflect Total Airframe Time.

LEFT ENGINE

- Paragraph (b) due again at: **4162.3**
- Paragraph (c) due again at: **4612.3**
- Paragraph (d) due again at: **4612.3**
- Paragraph (e) due again: **04-01-2016**
- Paragraph (f) N/A not installed:
- Paragraph (g) due again at **5288.5** hrs or **10-2017**

RIGHT ENGINE

- Paragraph (b) due again at: **4162.3**
- Paragraph (c) due again: **4612.3**
- Paragraph (d) due again at: **4612.3**
- Paragraph (e) due again: **04-01-2016**
- Paragraph (f) N/A Not installed.
- Paragraph (g) Due at **5419.0** or **06-2018**

- I certify this AIRCRAFT was inspected IAW an "Operation 1" inspection per Cessna 421C progressive care inspection guide and was in airworthy condition.

Michael Koontz  I/A 564294175

02-23-2015 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.

PERFORMED—
 PERSON PERFORMING WORK

Air'Zona Aircraft Services Inc.
 7100 Flightline Dr.
 Kingman AZ. 86401

[Signature]
 A&P52986916331A
 Leonard D. Helco

GENERAL AVIATION
 340 WITHERSPOON WAY
 EL CAJON CA 92020
 03-20-2015

AIRFRAME LOG

N421SM
 C421-C
 S/N: 421C1213
 TTAF: 4112.3

- Researched the log books and total times verse Hobbs times.
- Hobbs + 4004.3 = Total Time.

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

Michael Koontz *[Signature]* I/A 564294175

MAKE: Cessna
 MODEL: 421C
 S/N: 421C1213
 REG NO: N421SM
 WORK ORDER: 27456



American Aircraft Maintenance, Inc.
 Repair Station No. Z5SR421Y
 19711-B Campus Drive
 Santa Ana, CA 92707
 Phone: (949) 852-8420

DATE: 4/16/2015
 A/C TSN:
 HOBBS: 1078.53

Airframe Entries

Complied with AD2004-21-05, heater decay test results satisfactory. Air pressure switch p/n 94E42 currently installed. Operational test not applicable...
 Complied with AD2004-25-16 R1, inspection of fuel regulator shutoff valve. No defects noted.

THIS AIRCRAFT OR COMPONENT HAS BEEN REPAIRED AND/OR INSPECTED AS OUTLINED ABOVE IN ACCORDANCE WITH CURRENT
 MAINTENANCE RULES OF 14 CFR, IT IS FOUND AIRWORTHY AND IS APPROVED RETURN TO SERVICE.

DATE: 4/16/2015

SIGNED:


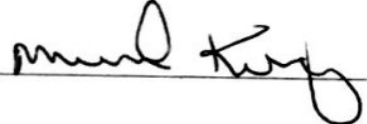
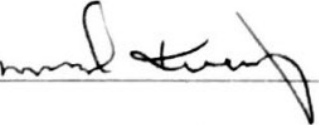
[Signature]
 Richard Sanchez
 Certified Repair Station No. Z5SR421Y

Work Order: 27456

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SUB-TOTALS this page

TOTALS—Carry forward to next page

DATE	GENERAL AVIATION 340 WITHERSPOON WAY EL CAJON CA 92020 05-02-2015	Hobbs: 149.0 AIRFRAME LOG	N421SM C421-C S/N: 421C1213 TTAF:4153.2	IG WORK
	<ul style="list-style-type: none"> Replaced both voltage regulators with new regulators from Plane Power/ Hartzell. Part number removed 9910126-3 Lamar Regulator's left S/N unreadable. Right S/N:18959. Installed new R1224B 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		
	GENERAL AVIATION 340 WITHERSPOON WAY EL CAJON CA 92020 05-11-2015	Hobbs: 159.3 AIRFRAME LOG	N421SM C421-C S/N: 421C1213 TTAF: 4163.5	
	<ul style="list-style-type: none"> Performed Operation 2 IAW Cessna 421C Service manual progressive care maintenance program. Removed and installed the oxygen bottle after hydrostatic test. Leak checked okay at this time. Next Hydrostatic test due 06-2020. Removed and installed landing gear blow down bottle after hydrostatic test. Leak checked okay at this time. Next Hydrostatic test due 06-2020. Installed a new grommet on the co-pilots seat belt to hold the shoulder harness belt in place. Removed the two forward facing cabin seats and swapped the seat track hold downs to proper positions for a forward facing seat. Changed the air conditioning hydraulic fluid with ¼ of a gallon of MIL H 5606 fluid. Serviced the proper level. Lubricated all cables and pulleys exposed by this inspection. Inspected & lubricated the area under floors Installed new placards on fuel selectors cleaned and painted the surrounding panels. Aircraft was test ran and leak checked and performed a systems check before aircraft was flown. C/W AD 00-01-16 Exhaust System cracks and corrosion Paragraph (b) By visual inspection. Okay at this time Next Due: 4213.5 TTAF. I certify this aircraft was inspected IAW Cessna 421C Operation #2 Progressive Care Inspection Program And is in airworthy condition. 			
	Michael Koontz 	I/A 3799094		
	GENERAL AVIATION 340 WITHERSPOON WAY EL CAJON CA 92020 05-02-2015	Hobbs: 149.0 AIRFRAME LOG	N421SM C421-C S/N: 421C1213 TTAF:4153.2	
	<ul style="list-style-type: none"> Replaced both voltage regulators with new regulators from Plane Power/ Hartzell. Part number removed 9910126-3 Lamar Regulator's left S/N unreadable. Right S/N:18959. Installed new R1224B 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 3799094		

SUB-TOTALS this page

TOTALS—Carry forward to next page

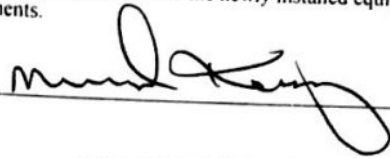
GENERAL AVIATION
340 WITHERSPOON WAY
EL CAJON CA 92020
05-23-2015

Hobbs: 165.4
AIRFRAME LOG

N421SM
C421-C
S/N: 421C1213
TTAF: 4,169.60

DATE

- Replaced the flap motor with an overhauled unit. P/N 9910055-1 S/N 5362. Ground tested and flight checked.
- Replaced the pilot vacuum attitude gyro with an overhauled unit. Model number 23-501-06-9.
- Installed a new vertical card compass in place of the magnetic compass IAW Precision Aviation Inc. PAI-700 Vertical Card Compass Installation and Compensation instructions Bulletin IC-102 Dated March 2004. Taxied aircraft and checked heading against compass. No ground adjustments needed Hooked up and tested the light.
- Aircraft was test flown and the newly installed equipment was checked for proper operation and time duration of flap movements.

Michael Koontz  I/A 3799094

GENERAL AVIATION
340 WITHERSPOON WAY
EL CAJON CA 92020
06-08-2015

Hobbs: 176.0
AIRFRAME LOG

N421SM
C421-C
S/N: 421C1213
TTAF: 4180.2

- Serviced the air conditioning system with 4 pounds of R-12 freon on two separate occasions. After system was evacuated and the sight glass removed and cleaned.
- Bled both spoiler lines and serviced the motor with 5606 hydraulic fluid.

Michael Koontz  I/A 3799094

Air 88 Inc. dba CROWNAIR
FAA Approved Repair Station #CWNR273K
3753 John J. Montgomery Dr.
San Diego, CA 92123

N421SM
6-09-15

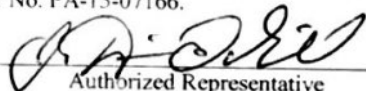
Cessna 421C
Hobbs: 175.8 Hrs

S/N: 421C1213

Maintenance Performed:


- Complied with servicing of air conditioning system. Evacuated system and serviced with 1.70 lbs of freon.

I certify that with respect to the work performed this aircraft was repaired and inspected in accordance with current Federal Aviation Regulations. Only those items specified in the work order have been inspected and found to be airworthy for return to service. Details of the repair are on file at this Repair Station under Work Order No. PA-15-07166.


Authorized Representative

Hours Analysis Since Air Frame Log Revision (08/23/2015)

	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	372	388.5
RH Eng	1193.3	1209.9	1234.3	1261.2	1277.7
AFTT	4112.3	4128.9	4153.3	4180.2	4196.7

See Airframe LOG 03/20/2015 

TOTALS—Carry forward to next page

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				



Northstar Aircraft Maintenance
 5600 N Hwy 95, Bldg H100
 Lake Havasu City, AZ 86404
 Ph (928) 764-1999

Date: 8/07/2015; Aircraft: N421SM; Type: 421C; S/N: 421C1213; Hobbs: 192.5

Shop Order #: HII-15-1334 **4196.B**

Hobbs: 192.5, AFTT: ~~2939.0~~ **1279**, AFTC: Unknown, RH Eng: TSN: ~~2223.5~~, CSN: Unknown, TSMOH: 0.0, TCSMOH: Unknown
 This is a permanent part of the Aircraft Records. Pertinent details of the work performed are on file at this agency. The following inspections, repairs or component part replacements were accomplished.

1. Removed and Replaced RH Continental engine with Overhauled engine Model OFF/ON: GTSIO-520-N, SN OFF: 243140 -H/604522. Engine Overhauled by RAM Aircraft Ltd. CRS# VA1R551K on 7/20/2015 under their Project No. 7757.
2. Removed Serviceable RH Propeller Model No.3FF32C501-A, SN 812973 and re-installed after engine installation IAW Cessna 421 AMM Chp 7. Ops and leak check Ok.
3. Complied with AD 2000-01-16 para. (a) and Fig 1 AD Compliance Table (b), (c), (d), (e), (f) by replacement/ repair of Exhaust Assy. by Knisley Exhaust Systems, CRS# NJ3R712L on 7/22/15 under their WO# 152147.

Next due times are as follows:

Para (b) - Visually inspect the exhaust system at intervals not to exceed 50 Hrs TIS or 30 calendar days whichever occurs later.

Para (c) - Remove the tailpipes Adan visually inspect for any crack, corrosion, holes, or distortion at intervals not to exceed 12 calendar months.

Para (d) - Visually inspect the outboard engine beams, firewalls, and canted bulkheads at intervals not to exceed 500 Hrs TIS.

Para (e) - Inspect and pressure test the exhaust system at intervals not to exceed 12 calendar months.

Para (f) - Replace the multi-segment V band clamps at intervals not to exceed 500 Hrs TIS

(See AD for requirements)



Northstar Aircraft Maintenance
 5600 N Hwy 95, Bldg H100
 Lake Havasu City, AZ 86404
 Ph (928) 764-1999

4. Complied with AD 2000-01-16 para. (a) and Fig 1 AD Compliance Table (g) by Replacement and repair of Exhaust Assy. by Knisley Exhaust Systems, CRS# NJ3R712L on 7/22/15 under their WO# 152147. Para (g) to the AD - Remove the exhaust system from the slip joints aft to all turbo-charger components and send to FAA approved exhaust repair facility next due at intervals not to exceed 2500 Hrs TIS or 12 years whichever occurs first. (See AD for requirements).

5. Removed and Replaced broken exhaust bracket with New bracket PN OFF/ON: 5155186-1.

6. Removed and Replaced customer supplied RH Vacuum pump PN OFF/ON: Unknown/RAP441C (10-01126), SN OFF/ON: Unknown/C4008 IAW Cessna 421 AMM Chp Ops check Ok.

7. Removed and Replaced RH Hydraulic pump with Overhauled pump PN OFF/ON: 24194-RAA (9910137-1), SN OFF/ON: 2271/2547. Pump Overhauled by Quality Aircraft Accessories, Inc., CRS# QYIR334Y on 16 July 2015 under their WO# 006225. Ops check Ok.

8. Removed and Replaced Prop De-Ice Brushes PN OFF/ON: RAB40819 IAW Cessna AMM Chp 8. Ops check Ok.

9. Found air conditioner not blowing cold. Charged system with nitrogen and found several leaks at numerous connecting points in the system. Retorqued loose fittings, rechecked for leaks, no leaks found. Evacuated system and charged with 3 lbs of R12 freon IAW Cessna 421 AMM Chp 13 and Cessna Airconditioning service manual. Ops check Ok.

I certify this aircraft / component has been repaired and/or inspected in accordance with applicable Federal Aviation Regulations and found to be in airworthy condition with respect to the work performed.

AP2962072

Rod Carrier

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SUB-TOTALS this page

TOTALS—Carry forward to next page

DA

GENERAL AVIATION
340 WITHERSPOON WAY
EL CAJON CA 92020
08-27-2015

HOBBS : 208.3
AIRFRAME LOG

N42ISM
C-421C
S/N: 421C1213
TTAF 4211

- Performed an **OPERATION 3** Inspection IAW Cessna 421C Progressive care inspection program.
- Relocated a terminal end and insulated on the right prop de-ice brush block.
- **C/W AD 00-01-16 EXHAUST RELYIBILITY INSPECTION**
Paragraph (b) Inspection of exhaust system due every 50 hours or 30 days whichever occurs later.
Paragraph (c) Remove and inspect tailpipe due every 500 hours.
Paragraph (d) Inspection of outboard engine beam and canted bulkhead due every 500 hours.
Paragraph (e) Inspection and pressure test of exhaust system from slip joints and aft due every 12 months.
Paragraph (f) Replacement of the multi segment clamps due each 500 hours.
Paragraph (g) Remove exhaust system from slip joints aft and send out for overhaul due every 2500 hours or 12 years.
NOTE: All times below reflect **Total Airframe Time**.

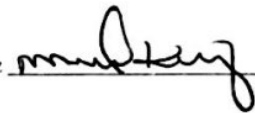
LEFT ENGINE

RIGHT ENGINE

- Paragraph (b) due again at: 4262
- Paragraph (c) due again: 4612.3
- Paragraph (d) due again at: 4612.3
- Paragraph (e) due again: 04-01-2016
- Paragraph (f) N/A not installed:
- Paragraph (g) due again at 5288.5 hrs or 10-2017

- Paragraph (b) due again at: 4262
- Paragraph (c) due again: 4697
- Paragraph (d) due again at: 4697
- Paragraph (e) due again: 08-07-2016
- Paragraph (f) N/A Not installed.
- Paragraph (g) Due at 6697 or 08-2027

- I certify this **AIRCRAFT** was inspected IAW an "Operation 3" inspection per Cessna 421C progressive care inspection guide and was in airworthy condition.

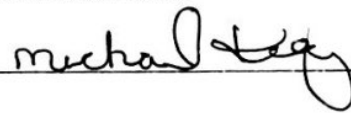
Michael Koontz  I/A 3799094

GENERAL AVIATION
340 WITHERSPOON WAY
EL CAJON CA 92020
09-11-2015

HOBBS : 222.1
AIRFRAME LOG

N42ISM
C-421C
S/N: 421C1213
TTAF: 4226.6

- Replaced all flap drive rods on the right flap and one inboard on the left flap. Rigged both flaps.
- Bled both brakes and tested.

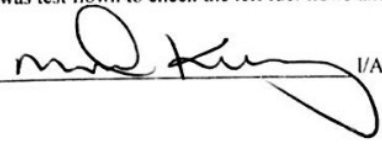
Michael Koontz  I/A 3799094

GENERAL AVIATION
340 WITHERSPOON WAY
EL CAJON CA 92020
09-24-2015

HOBBS: 225.6
AIRFRAME LOG

N42ISM
C-421C
S/N: 421C1213
TTAF: 4229.8

- Charged the air conditioning with 1.5 lbs. Of R-12 freon.
- De-fueled the aircraft took out 25 gallons a side.
- Aircraft was test flown to check the left fuel flows and throttle position.

Michael Koontz  I/A 3799094

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

GENERAL AVIATION
340 WITHERSPOON WAY
EL CAJON CA 92020
10-17-2015

HOBBS: 250.7
AIRFRAME LOG

N42ISM
C-421C
S/N: 421C1213

DA

DRK

- Installed a new forward lower cabin door cable and adjusted.
- Replaced a 14" piece of #8 soft aluminum tubing for the suction side of the air conditioning system. Tube is located just behind the spar on the right side under the floor.
- **Air conditioning system was converted to and serviced with R-134A Freon.**
- Checked the flaps for travel and proper rigging. Set the right outboard flap up 2 degrees and the left outboard down 2 degrees.
- Glued down the co-pilots storm window seal.

Michael Koontz  I/A 3799094

GENERAL AVIATION
340 WITHERSPOON WAY
EL CAJON CA 92020
11-19-2015

HOBBS: 257.5
AIRFRAME LOG

N42ISM
C-421C
S/N: 421C1213
TTAF: 4261.7

- Performed **Operation #4** IAW Cessna 421C Progressive Care Inspection Program.
- Replaced a 12 inch section of the fuel cross feed #10 line in the cabin under the left evaporator. Fabricated a new #10 soft aluminum line with new sleeves P/N **MS20819-10D** and nuts P/N **AN818-10D**. Sealed the cabin at pressure bulkhead with **PRC B2**. Fabricated another #10 line from pressure bulkhead to the left wing fuel cross feed drain. Lines were pressurized with fuel and leak checked. No leaks found. Aircraft was test flown and pressurized normally.
- Replaced both main gear door pins with new pins from Cessna.
- Jacked the aircraft. Performed several fault free gear swings
- Replaced 8 each right main gear brake linings with new **66-66** linings and 2 ea spacers. Burned brake linings in before flight.
- Installed all new bolts **8 ea.** P/N **AN4-10A** and 8 ea. **MS21044N4** nuts on the nose landing gear trunion pivot points.
- Replaced both vacuum regulator filters with new **B3-5-9** filters.
- Vacuumed and serviced the air conditioning system with **3 LBS of R-134 freon.**
- This inspection is detailed for **airframe inspection only** engines and propellers **are not** included in this inspection.
- **C/W AD 00-01-16 EXHAUST RELIABILITY INSPECTION Paragraph (b).**
Paragraph (b) Inspection of exhaust system due every **50 hours or 30 days** whichever occurs later.
Paragraph (c) Remove and inspect tailpipe due every **500 hours.**
Paragraph (d) Inspection of outboard engine beam and canted bulkhead due every **500 hours.**
Paragraph (e) Inspection and pressure test of exhaust system from slip joints and aft due every **12 months.**
Paragraph (f) Replacement of the multi segment clamps due each **500 hours.**
Paragraph (g) Remove exhaust system from slip joints aft and send out for overhaul due every **2500 hours or 12 years.**
NOTE: All times below reflect **Total Airframe Time.**

LEFT ENGINE

RIGHT ENGINE

Paragraph (b) due again at: **4311.7**
Paragraph (c) due again: **4612.3**
Paragraph (d) due again at: **4612.3**
Paragraph (e) due again: **04-01-2016**
Paragraph (f) N/A not installed.
Paragraph (g) due again at **5288.5 hrs or 10-2017**

Paragraph (b) due again at: **4311.7**
Paragraph (c) due again: **4697**
Paragraph (d) due again at: **4697**
Paragraph (e) due again: **08-07-2016**
Paragraph (f) N/A Not installed.
Paragraph (g) Due at **6697 or 08-2027**

- I certify this aircraft was inspected IAW Cessna 421C Progressive Care Inspection Program **Operation #4** Inspection And was in airworthy condition.

Michael Koontz  I/A 3799094

SUB-TOTALS this page

TOTALS—Carry forward to next page

Date	Total Time In Service	Total Time Since Overhaul	Tach or Recording Meter Time
3-3-16	4256.6	0	290.8



CESSNA 421C1213 N421SM

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 812973 flushed and reinstalled. Right fuel flow transducer installation per STC SE5726SW-D.

C/W AD2000-01-16 on the right exhaust system only.
C/W para (b) 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) by removal and visual inspection of right exhaust tailpipe and found to be serviceable at this time. Next removal and visual inspection per para (c) due each 12 calendar months. C/W para (e) by visual inspection and pressure test of right exhaust system. System checked satisfactory at this time. Re-inspection per para (e) due each 12 calendar months.
 Removed left and right Crittenden alternators. Installed new Hartzell ALV-9610 alternators, left s/n H-P120132, right s/n H-P110276. Installed new gear assembly, alternator clutch p/n AEC 646655 on left and right alternators. New empty weight and balance computed. Aircraft is approved for return to service for the work performed. Pertinent details on file under Project No. 7979.

William R. ... 00310217 IA
 RAM Aircraft, Limited Partnership, P.O. Box 5219, Waco, Texas 76708 CRS VA1R551K

AIR IMPRESSIONS, INC.
 PROFESSIONAL AIRCRAFT MAINTENANCE
 7929 Karl May Dr.
 Waco, Texas 76708
 CRS No. AK6R541N

Aircraft HM: 302.5
 Date: 03/23/2016

Cessna 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. Troubleshoot 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 maintenance performed. Pertinent details are on file under work order 4251.

[Signature]
 Air Impressions Inc.
 CRS# AK6R541N

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

GENERAL AVIATION
340 WITHERSPOON WAY
EL CAJON CA 92020
05-31-2016

HOBBS: 343.1
AIRFRAME LOG

N42ISM
C-421C
S/N: 421C1213
TTAF: 4409.0

DATE

- **C/W AD 00-01-16 EXHAUST RELYIBILITY INSPECTION paragraph (B).**
Paragraph (b) Inspection of exhaust system due every 50 hours or 30 days whichever occurs later.
Paragraph (c) Remove and inspect tailpipe due every 500 hours.
Paragraph (d) Inspection of outboard engine beam and canted bulkhead due every 500 hours.
Paragraph (e) Inspection and pressure test of exhaust system from slip joints and aft due every 12 months.
Paragraph (f) Replacement of the multi segment clamps due each 500 hours.
Paragraph (g) Remove exhaust system from slip joints aft and send out for overhaul due every 2500 hours or 12 years.
NOTE: All times below reflect HOBBS TIME.

LEFT ENGINE

Paragraph (b) due again at: 393.7
Paragraph (c) due again: 546.4
Paragraph (d) due again at: 546.4
Paragraph (e) due again: 04-2017
Paragraph (f) N/A not installed.
Paragraph (g) due again at 1222.6 hrs or 10-2017

RIGHT ENGINE

Paragraph (b) due again at: 393.7
Paragraph (c) due again: 693.3
Paragraph (d) due again at: 693.3
Paragraph (e) due again: 04-2017
Paragraph (f) N/A Not installed.
Paragraph (g) Due at 2693.3 or 08-2027

Michael Koontz  I/A 3799094

GENERAL AVIATION
340 WITHERSPOON WAY
EL CAJON CA 92020
07-15-2016

HOBBS: 352.3
AIRFRAME LOG

N42ISM
C-421C
S/N: 421C1213
TTAF: 4418.2

- Air conditioning inoperative. Hydraulic reservoir empty. Removed both the A/C hydraulic pump and the drive motor Sent to Quality Aircraft Accessories for overhaul. P/N pump 24340-15C P/N Motor 74100-319C. Installed after overhaul. Checked the freon system for leaks and tightened a union in the right stub wing. Cleaned out the A/C bay in right nacelle. De-serviced the freon and vacuumed the system down let sit for 16 hours. No leaks found. Serviced with oil and freon. R-134A. Ground tested leak checked and performed a test flight the system is working normally.

Michael Koontz  I/A 3799094

GENERAL AVIATION
340 WITHERSPOON WAY
EL CAJON CA 92020
08-04-2016

HOBBS: 364.7
AIRFRAME LOG

N42ISM
C-421C
S/N: 421C1213
TTAF: 4430.6

- C/W a 50 hour exhaust inspection see below.
- Re-sealed the nose gear uplock actuator, pressure tested and installed.
- Replaced the left turbocharger mount bracket.
- C/W AD 16-07-24 Elevator Trim Tab Assembly by replacing the hardware with new parts. 2 ea. Bolts P/N NAS464P3-8 2ea. Nuts P/N MS17626-3, washers and cotter pins.
- Replaced a broken screw on the right nacelle.
- **C/W AD 00-01-16 EXHAUST RELYIBILITY INSPECTION paragraph (B).**
Paragraph (b) Inspection of exhaust system due every 50 hours or 30 days whichever occurs later.
Paragraph (c) Remove and inspect tailpipe due every 500 hours.
Paragraph (d) Inspection of outboard engine beam and canted bulkhead due every 500 hours.
Paragraph (e) Inspection and pressure test of exhaust system from slip joints and aft due every 12 months.
Paragraph (f) Replacement of the multi segment clamps due each 500 hours.
Paragraph (g) Remove exhaust system from slip joints aft and send out for overhaul due every 2500 hours or 12 years.
NOTE: All times below reflect HOBBS TIME.


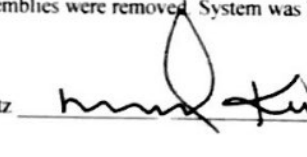
LEFT ENGINE

Paragraph (b) due again at: 414.7
Paragraph (c) due again: 546.4
Paragraph (d) due again at: 546.4
Paragraph (e) due again: 04-2017
Paragraph (f) N/A not installed.
Paragraph (g) due again at 1222.6 hrs or 10-2017

RIGHT ENGINE

Paragraph (b) due again at: 414.7
Paragraph (c) due again: 693.3
Paragraph (d) due again at: 693.3
Paragraph (e) due again: 04-2017
Paragraph (f) N/A Not installed.
Paragraph (g) Due at 2693.3 or 08-2027

Michael Koontz  I/A 3799094

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
				<p>GENERAL AVIATION 340 WITHERSPOON WAY EL CAJON CA 92020 10-10-2016</p> <p style="text-align: center;">HOBBS: 383.1 AIRFRAME LOG</p> <p style="text-align: right;">N42ISM C-421C S/N: 421C1213 TTAF: 4449.0</p> <ul style="list-style-type: none"> • Troubleshoot the propeller sync system by checking for correct readings at the control box. Found the left Governor was out of tolerance. Both propeller governors were removed and sent to American Propeller Service for bench check and or repair. • The left governor was completely overhauled and returned. Governor is O. TSMOH. • The right governor was bench tested adjusted and returned. Governor has 92.4 TSMOH • C/W AD 07-05-15 Starter Adapter Assembly and Crankshaft Gear Inspection on the right engine. See Right log. C/W Part 2. Of MSB-94-4G Damper backlash inspection is due again in 100 hours. 483.1 Hobbs Time. • C/W Part 3. Visual inspection of the Crankshaft and adapter gears. Due again in 400 hours. 783.1 Hobbs Time. • Engines were ground run, aircraft was flight tested. No leaks were found and the Propeller Sync operated normal. <p>Michael Koontz  I/A 3799094</p>
				<p>GENERAL AVIATION 340 WITHERSPOON WAY EL CAJON CA 92020 11-09-2016</p> <p style="text-align: center;">HOBBS: 393.4 AIRFRAME LOG</p> <p style="text-align: right;">N42ISM C-421C S/N: 421C1213 TTAF: 4459.4</p> <ul style="list-style-type: none"> • Replaced the right navigation and strobe light with a TSO LED combination light P/N OR600 from Whelen . Installed assembly on a plate cut out, primed then painted to match the existing paint. The original strobe light bulb and navigation light assemblies were removed. System was hooked to the existing wiring and tested. <p>Michael Koontz  I/A 3799094</p>
				<p>SUB-TOTALS this page</p> <p>TOTALS—Carry forward to next page</p>

DATE

GENERAL AVIATION
340 WITHERSPOON WAY
EL CAJON CA 92020
01-15-2017

HOBBS: 405.7
AIRFRAME LOG

N42ISM
C-421C
S/N: 421C1213
TTAF: 4471.6

- Completed Operations #3 and #4. IAW Cessna 421C progressive care program.
- All Applicable AD notes have been C/W and a current AD list generated.
- FAR 91. 207 (d) Inspection / functional test of the ELT was C/W found no discrepancies.
- Serviced the hydraulic reservoir with MIL H 5606 hydraulic fluid.
- Had Crownair Fill both the oxygen with Aviators O2 and landing gear blow down bottle with nitrogen.
- Lubricated both wings and tail.
- Checked all exterior lighting.
- Replaced a vortex generator on the right stub wing.
- Replaced the right regulator with an overhauled unit
- C/W AD16-17-08 Elevator Trim Hardware by visual inspection okay at this time. Due every 110 hours time in service or 12 months or anytime the hardware is removed. **Next Due 515.7 Hobbs or 02-2018**
- **AD 04-21-05 Heater Decay Test is due 04-16-2017.**
- C/W AD 04-25-16 RI Fuel Regulator Shutoff Valve by removing valve and performing a visual inspection of all four sides IAW Section 5) of SB A-107A The valve shows no sign of leaking, installed IAW section 6). Inspection is due ~~each~~ 100 hours of aircraft operation, every 24 months or anytime the heater has maintenance performed. **Next due 505.7 or 2-2017: 1 Yr**
- C/W AD 00-01-16 EXHAUST RELYIBILITY INSPECTION paragraph (B).
 Paragraph (b) Inspection of exhaust system due every 50 hours or 30 days whichever occurs later.
 Paragraph (c) Remove and inspect tailpipe due every 500 hours.
 Paragraph (d) Inspection of outboard engine beam and canted bulkhead due every 500 hours.
 Paragraph (e) Inspection and pressure test of exhaust system from slip joints and aft due every 12 months.
 Paragraph (f) Replacement of the multi segment clamps due each 500 hours.
 Paragraph (g) Remove exhaust system from slip joints aft and send out for overhaul due every 2500 hours or 12 years.
 NOTE: All times below reflect **HOBBS TIME**.

LEFT ENGINE

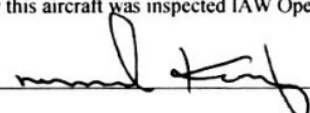
Paragraph (b) due again at: **455.7**
 Paragraph (c) due again: **546.4**
 Paragraph (d) due again at: **546.4**
 Paragraph (e) due again: **04-2018**
 Paragraph (f) N/A not installed:
 Paragraph (g) due again at **1222.6 hrs or 10-2017**

RIGHT ENGINE

Paragraph (b) due again at: **455.7**
 Paragraph (c) due again: **693.3**
 Paragraph (d) due again at: **693.3**
 Paragraph (e) due again: **04-2018**
 Paragraph (f) N/A Not installed.
 Paragraph (g) Due at **2693.3 or 08-2027**

- I certify this aircraft was inspected IAW Operations #3 and #4. and is in airworthy condition.

Michael Koontz



I/A 3799094

MAKE: CESSNA
 MODEL: 421C
 S/N: 421C1213
 REG NO: N42ISM
 WORK ORDER: 20170220-1M



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

DATE: 2/24/2017
 A/C TSN:
 HOBBS: 412

Airframe Entries

Exchanged left and right alternator fail sensors for troubleshooting purposes. Installed new 9910094-3 alternator fail sensor serial number 80N77239 to right engine installation. Removed incorrect wiring at left and right alternator installations and replaced and/or repaired with new terminations as required.

Removed left hydraulic pump. Drained hydraulic supply system, removed, flushed, cleaned and dried the hydraulic system reservoir. Cleaned and verified operation of the reservoir vent check valve and found no faults. Flushed left and right hydraulic supply system tubes. Removed both hydraulic filters. Cleaned both hydraulic filter housings. Installed new AN6235-2A hydraulic filter elements and MS28775-222 bowl seals. Removed LH Hydraulic pump with no data plate and installed a freshly overhauled 9910137-1 hydraulic pump serial number QA700980 (Reference: Aircraft Accessories of Oklahoma FAA form 8130-3 - WO# 17580 dated 08-11-2016), using a new 653487 drive gasket and new MS16624-1037 snap rings. Installed new pump fitting o-rings as follows: 4ea MS28778-4, 1 ea MS28778-6 and 1 ea MS28778-10. Verified operation of the left hydraulic flow annunciation system and flow switch. Serviced the hydraulic supply system with Mil-PRF-5606H fluid and installed new MS29512-07 o-ring to reservoir filler opening. Hydraulic supply system leak check was satisfactory.

Performed minor repair of arm rest segment just forward of cabin entrance door. The mounting bracket was secured to its fuselage frame using NAS1801-8 screws.

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

DATE: 2/24/2017

SIGNED:

Mike Clingerman
 Certified Repair Station No. 1HGR058B

Work Order: 20170220-1M

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TOTALS—Carry forward to next page

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

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 MIL-PRF-5606 fluid. All work IAW Cessna Service Manual. Ground run / brake check (including taxi and static power checks) satisfactory.

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

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

DATE: 3/17/2017

SIGNED:

David Conish
Certified Repair Station No. 1HGR058B

Work Order: 20170315-1M

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MAKE: CESSNA
MODEL: 421C
S/N: 421C1213
REG NO: N421SM
WORK ORDER: 20170320-1M



Hangar One Avionics
Repair 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 axle bolt 1 ea. P/N AN5-55, new nut 1 ea. P/N MS17825-5, and new cotter pin. All work IAW Cessna Maintenance Manual.

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

DATE: 3/21/2017

SIGNED:

David Conish
Certified Repair Station No. 1HGR058B

Work Order: 20170320-1M

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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
A/C 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 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 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 coupling assembly and thrust washer), Cessna 421C Service Manual, and Hartzell Engine Technologies Document ES1031 dated May 5, 2016. Installed new LH and 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. Installed new LH 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") and new RH voltage regulator P/N R1224B S/N H-Q101705 (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.

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

DATE: 4/7/2017

SIGNED:

David Conish
Certified Repair Station No. 1HGR058B

Work Order: 20170403-1M

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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

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 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 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
- 1 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 or 12 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 system and adjustments were made to RPM, MAP, Low End un-metered Fuel Flow and High End metered Fuel Flow. High un-metered Fuel Pressure was noted as

"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: McCauley Propeller Model No. 3FF32C501-D/G90UMB-0 S/N 170495 [Blade 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 Alodine 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 wiring 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 - 0.047 IPS.

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: McCauley 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 Alodine 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 - 0.017 IPS.

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 seals.

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 bracing 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.

Troubleshoot 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 and/or 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:

Mike Clingerman
Certified Repair Station No. 1HGR058B

Work Order: 20170724-1M

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