

Airframe Maintenance Log Book # 6

Date: March 02, 2017

Aircraft Registration: N239SE

Serial Number: 421B-0315

Hobbs Time: 326.2

Airframe Total Time: 6899.5


Previous Registration: N101DF

Airframe Maintenance Log Book # 6

N239SE S/N 421B-0315

N239SE	CESSNA 421B	S/N 0315	
DATE: 7/21/2017	Hobbs 369.3	AFTT: 6,942.6	17-3362
L ENG: GTSIO-520-H	S/N: 1012436	TSO: 162.8	1437
R ENG: GTSIO-520-H	S/N: 234805-R	TSO: 934.1	666
L Prop: PHC-C3YD-2UF	S/N: MJ55B	TSO: 680.5	1720
R Prop: PHC-C3YD-2UF	S/N: MJ53B	TSO: 680.5	1720
L Gov DCFS29D9-A/76	S/N: 801454	TSO: 153.6	1646
R gov DCFS29D9-A/76	S/N: 810067	TSO: 162.8	1637

Registration Number changed from N101DF to N239SE. Complied with reoccurring AD 2000-01-16 on both engine exhaust systems. Inspection items completed were the 50-hour visual inspection of both exhaust systems, the tail pipe inspection, the bulkhead/beam inspection, and completed the exhaust system pressure test as detailed in the AD. Complied with reoccurring AD 2007-05-15 by complying with Continental Motors Mandatory Service Bulletin MSB94-4G on both engines. Changed both engines oil and filters. Replaced left and right main wheel brake caliper seals bleed the brakes as required. Replaced Bendix KT-76C transponder P/N 066-01156-0101 with ADS-B compliant Bendix KT-74 transponder P/N 01158-00-01 as per the installation instructions. Replaced the air-conditioning air compressor with dryer and reserviced the Freon system with R134.

Signature: 

Alan Lance IA 337543694

Premier Avionics CRS#: 7PMR634B
11007 W. Perimeter Rd., Ft. Wayne, IN 46809


N: 239SE

Details of this inspection are on file at this facility under:

Date: 6-29-17 WO#: 4944

Make/Model: King KT74 SN: 01909
Make/Model: N/A SN: _____

I certify the ATC transponder tests and inspections required by FAR 91.413 were performed this date and found to comply with Part 43, Appendix F.

Tech: AM Signature: 

MAINTENANCE RECORD ENTRY
Cessna 421B0315

June 20, 2017
N239SE

Stripped and refinished exterior per Akzo Nobel Aerospace Coatings and Sherwin Williams Aerospace Coatings Specifications. Control surface balance check and reinstallation per Cessna Maintenance Manual. Placards applied. Colors: 1619 Matterhorn White, 10592 Ocean Blue, 10642 Sapphire Blue.

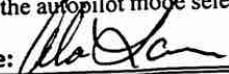

A&P 3361840

Airframe Maintenance Log Book # 6

N239SE S/N 421B-0315

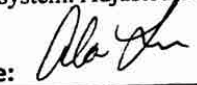
N239SE	CESSNA 421B	S/N 0315	
DATE: 8/2/2017	Hobbs 370.6	AFTT: 6,943.9	17-3362
L ENG: GTSIO-520-H	S/N: 1012436	TSO: 164.1	1436
R ENG: GTSIO-520-H	S/N: 234805-R	TSO: 935.4	665
L Prop: PHC-C3YD-2UF	S/N: MJ55B	TSO: 681.8	1718
R Prop: PHC-C3YD-2UF	S/N: MJ53B	TSO: 681.8	1718
L Gov DCFS29D9-A/76	S/N: 801454	TSO: 154.9	1645
R gov DCFS29D9-A/76	S/N: 810067	TSO: 164.1	1636

Removed the autopilot mode selector and replaced with serviceable unit S/N 1224. Flight tested good.

Signature:  Alan Lance IA 337543694

N239SE	CESSNA 421B	S/N 0315	
DATE: 8/20/2017	Hobbs 371.0	AFTT: 6,944.3	17-3413
L ENG: GTSIO-520-H	S/N: 1012436	TSO: 164.5	1436
R ENG: GTSIO-520-H	S/N: 234805-R	TSO: 935.8	664
L Prop: PHC-C3YD-2UF	S/N: MJ55B	TSO: 682.2	1718
R Prop: PHC-C3YD-2UF	S/N: MJ53B	TSO: 682.2	1718
L Gov DCFS29D9-A/76	S/N: 801454	TSO: 155.3	1645
R gov DCFS29D9-A/76	S/N: 810067	TSO: 164.5	1636

Replaced right engine air-conditioner compressor, filter dryer, and high pressure line in cabin with new parts. Serviced the air-conditioner system and tested. Serviced cabin oxygen system. Resealed right and left brake calipers and serviced the brake system. Adjusted cabin door light switch as needed. Resecured the cabin arm rest to cabin wall.

Signature:  Alan Lance IA 337543694

N239SE	CESSNA 421B	S/N 0315	
DATE: 8/30/2017	Hobbs 374.8	AFTT: 6,948.1	17-3413
L ENG: GTSIO-520-H	S/N: 1012436	TSO: 168.3	1432
R ENG: GTSIO-520-H	S/N: 234805-R	TSO: 939.6	660
L Prop: PHC-C3YD-2UF	S/N: MJ55B	TSO: 686.0	1714
R Prop: PHC-C3YD-2UF	S/N: MJ53B	TSO: 686.0	1714
L Gov DCFS29D9-A/76	S/N: 801454	TSO: 159.1	1641
R gov DCFS29D9-A/76	S/N: 810067	TSO: 168.3	1632

Installed missing lower aft cabin door stay cable upper cotter pin. Secured the right wing de-ice light wiring as needed for several inches. Cleaned off the paint from the left and right engine fire bottle quantity gauges. Re-secured the left engine fire bottle heat shield and tightened the mounting screws. Re-secured the left landing gear placard with new. Re-labeled the right engine oil quantity dip stick cap. Removed all the flight control surfaces bonding ground leads that where painted over and not making good electrical contact, cleaned the contact area underneath and re-installed. Replaced the painted NAV antennas on the tail with unpainted serviceable units. Replaced the right engine forward exhaust mount hanger rod and hardware with a serviceable part. Replaced the control yoke map light placard. Inspected the elevator push pull mechanized for free movement. Changed aft elevator bellcrank pivot nut and bolt assembly. Re-submitted the January 25, 2013 avionics up-grade performed by Mayday Avionics with the list of removed avionics attached to the original Form 337 to the FAA registry for their records. Tested the related installed equipment and released the aircraft for service.


Signature: _____ Alan Lance IA 337543694

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N239SE S/N 421B-0315


N239SE	CESSNA 421B	S/N 0315	
DATE: 8/30/2017	Hobbs 376.9	AFTT: 6,950.2	17-3413
L ENG: GTSIO-520-H	S/N: 1012436	TSO: 170.4	1430
R ENG: GTSIO-520-H	S/N: 234805-R	TSO: 941.7	658
L Prop: PHC-C3YD-2UF	S/N: MJ55B	TSO: 688.1	1712
R Prop: PHC-C3YD-2UF	S/N: MJ53B	TSO: 688.1	1712
L Gov DCFS29D9-A/76	S/N: 801454	TSO: 161.2	1639
R gov DCFS29D9-A/76	S/N: 810067	TSO: 170.4	1630

Complied with standby compass calibration as per the current aircraft maintenance manual procedures. Inspected the aircrafts placards as listed in the aircraft pilots operating handbook and the current aircraft service manual. Addede the required placards.

Signature:  Alan Lance IA 337543694


N239SE	CESSNA 421B	S/N 0315	
DATE: 11/1/2017	Hobbs 402.4	AFTT: 6,975.7	17-3362
L ENG: GTSIO-520-H	S/N: 1012436	TSO: 195.9	1404
R ENG: GTSIO-520-H	S/N: 234805-R	TSO: 967.2	633
L Prop: PHC-C3YD-2UF	S/N: MJ55B	TSO: 713.6	1686
R Prop: PHC-C3YD-2UF	S/N: MJ53B	TSO: 713.6	1686
L Gov DCFS29D9-A/76	S/N: 801454	TSO: 186.7	1613
R gov DCFS29D9-A/76	S/N: 810067	TSO: 195.9	1604

Checked rudder cable rigging & rudder stop adjustments, made the needed adjustments as per current Cessna 421B maintenance manual. Checked cabin upper door for adjustments and lubricated as needed. Re-calibrated RSS magnetometer on the Primary Flight Display "EFD 1000" per the Aspen Avionics Installation manual #900-00003-001 instructions. Aircraft released for service.

Signature:  Alan Lance IA 337543694

N239SE	CESSNA 421B	S/N 0315	
DATE: 11/13/2017	Hobbs 403.7	AFTT: 6,977.0	17-3494
L ENG: GTSIO-520-H	S/N: 1012436	TSO: 197.2	1403
R ENG: GTSIO-520-H	S/N: 234805-R	TSO: 968.5	632
L Prop: PHC-C3YD-2UF	S/N: MJ55B	TSO: 714.9	1685
R Prop: PHC-C3YD-2UF	S/N: MJ53B	TSO: 714.9	1685
L Gov DCFS29D9-A/76	S/N: 801454	TSO: 188.0	1612
R gov DCFS29D9-A/76	S/N: 810067	TSO: 197.2	1603

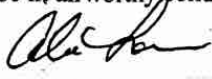
Complied with a functional test of the ELT as per 14 CFR 91.207 D using the Artex test procedures.

Signature:  Alan Lance IA 337543694

Airframe Maintenance Log Book # 6

N239SE	CESSNA 421B	S/N 0315	
DATE: 12/19/2017	Hobbs 418.6	AFTT: 6,991.9	17-3526
L ENG: GTSIO-520-H	S/N: 1012456	TSO: 212.1	1388
R ENG: GTSIO-520-H	S/N: 234805-R	TSO: 983.4	617
L Prop: PHC-C3YD-2UF	S/N: MJ55B	TSO: 729.8	1670
R Prop: PHC-C3YD-2UF	S/N: MJ53B	TSO: 729.8	1670
L Gov DCFS29D9-A/76	S/N: 801454	TSO: 202.9	1597
R gov DCFS29D9-A/76	S/N: 810067	TSO: 212.1	1588

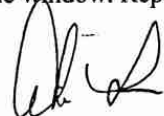
Complied with reoccurring AD 2000-01-16 on both engine exhaust systems. Inspection items completed were the 50-hour visual inspection of both exhaust systems, the tail pipe inspection, the bulkhead/beam inspection, and completed the exhaust system pressure test as detailed in the AD. Complied with reoccurring AD 2007-05-15 by complying with Continental Motors Mandatory Service Bulletin MSB94-4G on both engines. Changed both engines oil and filters. Complied with a functional test of the ELT as per 14 CFR 91.207 D using the Artex test procedures. Removed Southwind cabin heater assembly P/N 9910388-1/8472-0orE S/N 18 and installed a new Hartzell Engine Technologies C&D heater P/N CD14078-1 S/N HA17120039. Checked cabin portable fire bottle. Removed empty left engine fire bottle, had it inspected, repaired, reserviced and reinstalled it. All current AD's are complied with. I certify that this aircraft airframe, engines and the propellers were inspected accordance with an annual/100-hour inspection as per 14 CFR Part 43 appendix D. This aircraft has been determined to be in airworthy condition.

Signature: 

Alan Lance IA 337543694

N239SE	CESSNA 421B	S/N 0315	
DATE: 1/12/2018	Hobbs 428.6	AFTT: 7,001.9	18-3563
L ENG: GTSIO-520-H	S/N: 1012436	TSO: 222.1	1378
R ENG: GTSIO-520-H	S/N: 234805-R	TSO: 993.4	607
L Prop: PHC-C3YD-2UF	S/N: MJ55B	TSO: 739.8	1660
R Prop: PHC-C3YD-2UF	S/N: MJ53B	TSO: 739.8	1660
L Gov DCFS29D9-A/76	S/N: 801454	TSO: 212.9	1587
R gov DCFS29D9-A/76	S/N: 810067	TSO: 222.1	1578

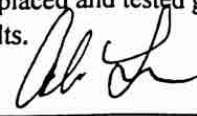
New cabin heater failed at cabin heater Hobbs meter time 680.6. Replaced second new C&D heater fuel shut off valve P/N 21701S, 9.9 heater hours since new heater instalation. Replaced cockpit foul weather window P/N 5111603-3 with serviceable window. Replaced autopilot trim actuator shear pin with new pin P/N 38144-00400. Test flew autopilot.

Signature: 

Alan Lance IA 337543694

N239SE	CESSNA 421B	S/N 0315	
DATE: 1/27/2018	Hobbs 440.3	AFTT: 7,013.6	18-3577
L ENG: GTSIO-520-H	S/N: 1012436	TSO: 233.8	1366
R ENG: GTSIO-520-H	S/N: 234805-R	TSO: 1005.1	595
L Prop: PHC-C3YD-2UF	S/N: MJ55B	TSO: 751.5	1649
R Prop: PHC-C3YD-2UF	S/N: MJ53B	TSO: 751.5	1649
L Gov DCFS29D9-A/76	S/N: 801454	TSO: 224.6	1575
R gov DCFS29D9-A/76	S/N: 810067	TSO: 233.8	1566

Autopilot pitch inoperative. #1 Transponder intermittently goes from standby to ground. ARC 400A autopilot components: The amplifier P/N 41120-1028 S/N 289, the control head P/N 41780-1028 S/N 182, the mode selector P/N 4110-0003 S/N 1224, and the pitch trim actuator P/N 35070-0328 S/N 1123 were sent into Bevan-Rebel for repair and adjustment as needed. They were replaced and tested post repairs. The transponder transfer switch was replaced and tested good. The aircraft was test flown, autopilot & transponders operated good in flight. No faults.

Signature: 


Alan Lance IA 337543694

Airframe Maintenance Log Book # 6

N239SE S/N 421B-0315

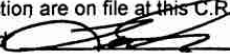
N239SE	CESSNA 421B	S/N 0315
DATE: <u>4/25/2018</u>	Hobbs <u>467.7</u>	AFTT: <u>7,041.0</u>
L ENG: GTSIO-520-H	S/N: 1012436	TSO: 261.2
R ENG: GTSIO-520-H	S/N: 234805-R	TSO: 1032.5
L Prop: PHC-C3YD-2UF	S/N: MJ55B	TSO: 778.9
R Prop: PHC-C3YD-2UF	S/N: MJ53B	TSO: 778.9
L Gov DCFS29D9-A/76	S/N: 801454	g 252.0
R gov DCFS29D9-A/76	S/N: 810067	TSO: 261.2
		18-3648
		568
		1621
		1621
		1548
		1539

Complied with reoccurring AD 2000-01-16 on both engine exhaust systems. Inspection items completed were the 50-hour visual inspection of both exhaust systems, the tail pipe inspection, the bulkhead/beam inspection, and completed the exhaust system pressure test as detailed in the AD. Complied with reoccurring AD 2007-05-15 by complying with Continental Motors Mandatory Service Bulletin MSB94-4G inspection on both engines. Changed both engines oil and filters. Replaced right main tire and tube with new.

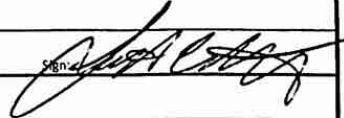
Signature:  Alan Lance IA 337543694




Reg. Mark	Hobbs	Make	Model	S/N
N239SE	485.4	Cessna	421B	421B0315

Removed EFD1000 P/N 910-00001-004 S/N 14647 and installed S/N 9710849 IAW Aspen ICA PN 900-00012-001 Rev Y Section 14 and per Installation manual Document # 900-00003-001 Revision BU July 2017. The static system has been tested, inspected, and found to comply with FAR43 Appendix E paragraph A. Pitot and static leak check good. Ramp checked and recalibrated heading per Aspen Installation manual Document # 900-00003-001 Revision BU July 2017. The aircraft/component identified above was repaired/inspected in accordance with current Regulations of the Federal Aviation Administration and found airworthy, and is approved for return to service for work performed. Details of the repair/inspection are on file at this C.R.S. under Shop Order No. A-18-1182.
Date 05-14-2018 Signed  Inspector For Muncie Aviation Company
CRS# AJVR135C, Muncie, Indiana 47303 765-289-7141

Maintenance Discrepancy: PITOT WINDOW SEAL LEAKING.

Date: 5/4/18 

Maintenance Action: Regrind the seal as required.

Location: FAHMG Total Time: 495.1 Certificate # 337543694 Date: 5-9-2018 

This aircraft was repaired in accordance with MFG's service instructions & current FAR's & is approved for return to service.

Airframe Maintenance Log Book # 6

N239SE S/N 421B-0315

TBM
DAHER

MAC

Muncie Aviation Company
An Employee Owned Company

Piper

<u>Reg. Mark</u>	<u>Hobbs</u>	<u>Make</u>	<u>Model</u>	<u>S/N</u>
N239SE	504.2	Cessna	421B	421B0315

Reconnected Aspen static system to "T" connection and installed a worm gear clamp to secure connection.
Leak checked the pitot and static system as required with all systems leak tight.

The aircraft/component identified above was repaired/inspected in accordance with current Regulations of the Federal Aviation Administration and found airworthy, and is approved for return to service for work performed.

Details of the repair/inspection are on file at this C.R.S. under Shop Order No. A-18-1237

Date 06-05-2018 Signed [Signature] Inspector For Muncie Aviation Company

CRS# AJVR135C, Muncie, Indiana 47303 765-289-7141

N239SE

6/11/2018

517.2 Hobbs

C/W AD 2000-01-06 part (b) by visual inspection of R & L engine exhaust. No defects found.

[Signature] 3255913 A&P

Airframe Maintenance Log Book # 6

N239SE S/N 421B-0315


Airframe Log Entry
8-9-2018

Sonrise Aviation
524.3 Hobbs

N239SE
7097.6 TT

Performed an annual inspection using a FAR 43 app. D conforming checklist. Inspected ELT per FAR 91.207 (d) and found satisfactory, battery due 6/2023. C/W all applicable ICA's. Rigged landing gear per Cessna 421B Maintenance Manual. Replaced both windshields, pilot's: LP-1150LC, copilot's: LP-1151 CL, due to etching. Installed with new fasteners. Replaced R front cockpit window, LP-1153 CL, due to chipping at edge. Installed with new fasteners. Removed window trim, glare shield, radios, panel face and instruments as needed for window replacement and reinstalled. Repaired post light connectors as needed by re-soldering. Trimmed inboard end of R outboard cabin pressure hose. Replaced a grommet and added spiral wrap on R wing locker tank vent. Re-glued boot edges as needed with 3M 1300L. Tightened hardware on co-pilot's armrest. Replaced central vacuum filter, AM103535IA. Replaced vacuum relief valve garter filters, ARB3-5-1. Replaced seal on R alternator, XA1441AC. Tightened lower cabin door rod ends. Straightened L+R wing locker door catches. Cleaned, primed and painted rusty plug on bottom of R wing. Opened wing skin to replace rivets between aft L wing spar and outboard wing rib at aileron and fuel tank mount. Replaced AD driven and cherry max rivets as needed. Made surface patch, per AC 43.13-1B Chapter 4, Section 4, for L wing skin adjacent to aileron and fuel tank mount. Made surface patch for lower R nacelle skin per AC 43.13-1B Chapter 4, Section 4. Replaced broken compass housing with new, C24-727C. Re-glued foul weather window seals both sides. Adjusted pilot's foul weather window. Replaced post light bulbs as needed, 327. Added shim washers to both L+R Aileron p/p tube rod ends. Re-torqued L elevator torque tube bolt. Replaced fuel selector trim rivnuts as needed. Relocated Hobbs meter to panel. Replaced R engine exhaust bolts as needed and changed bolts to proper orientation. Searched for new Ads, researched old ADs. C/W AD 84-26-02 by replacement of the paper induction air filters, P108421, due again at 1024.3 Hobbs. C/W AD 2000-01-16 part (b) by visual inspection, due again at 574.3 Hobbs or 30 days whichever is later. C/W AD 20016-17-08 by visual inspection of elevator trim tab bolt, due again at 634.3 Hobbs or annual/100 HR insp. whichever is earlier.

I certify this aircraft has been inspected IAW with an annual inspection and was determined to be in airworthy condition.

 3255913 A&P IA

Airframe Maintenance Log Book # 6

N239SE S/N 421B-0315



Muncie Aviation Company
An Employee Owned Company

<u>Reg. Mark</u>	<u>Hobbs</u>	<u>Make</u>	<u>Model</u>	<u>S/N</u>
N239SE	554.5	Cessna	421B	421B0315

Ground checked KT74 with IFR6000 test set and found Geo Alt field was intermittently failing. Checked settings on KT74 and verified RS232 IN settings. Confirmed it was set for correct settings. Checked settings on GTN750 and verified RS232 OUT settings. Found RS232 OUT1 to be set for "ADS-B". Needed set to "ADS-B Format 1" for extended squitter function in accordance with Garmin GTN 6XX/7XX Part 23 AML STC Installation Manual 190-01007-A3 Rev 12 dated Aug 2018. KT74 set in accordance with KT 74 Mode S/ADS-B Out Transponder Installation Manual D201308000037 Nov 1, 2017; Revision 1. Ops checked ADS-B out function in accordance with ADS-B OUT equipment Performance Requirements Test and Inspection per 14 CFR 91.227.

The aircraft/component identified above was repaired/inspected in accordance with current Regulations of the Federal Aviation Administration and found airworthy, and is approved for return to service for work performed. Details of the repair/inspection are on file at this C.R.S. under Shop Order No. A-18-1539
Date 09-18-2018 Signed [Signature] Inspector For Muncie Aviation Company
CRS# AJVR135C, Muncie, Indiana 47303 765-289-7141

Airframe Log Entry

Sonrise Aviation

N239SE

10/1/2018 Hobbs meter reading 570.0. Complied with AD 2001-01-16 by inspection of exhaust systems. Torqued v band clamp on left engine by waste gate. Wally A. Bow A1P312846223



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<u>Reg. Mark</u>	<u>Hobbs</u>	<u>Make</u>	<u>Model</u>	<u>S/N</u>
N239SE	579.9	Cessna	421B	421B0315

Removed EFD1000 P/N 910-00001-004 S/N 9710849 and installed S/N 9711055 IAW Aspen EFD1000 and EFD500 Instructions for Continued Airworthiness Manual Document # 900-00012-001 Rev. Y. Performed configurations checks and operational checks IAW Aspen EFD1000 and EFD500 ICA Doc. # 900-00012-001 Rev. Y. Checked pitot/static system for leaks. Leak check good. The static system has been tested, inspected and found to comply with FAR 43 appendix E paragraph A. System operational check satisfactory at this time.

The aircraft/component identified above was repaired/inspected in accordance with current Regulations of the Federal Aviation Administration and found airworthy, and is approved for return to service for work performed. Details of the repair/inspection are on file at this C.R.S. under Shop Order No. A-18-1559
Date 10-15-2018 Signed [Signature] Inspector For Muncie Aviation Company
CRS# AJVR135C, Muncie, Indiana 47303 765-289-7141

Airframe Log Entry

Sonrise Aviation

N239SE

10-16-2018 Hobbs meter reading 580.2. Replaced 7.5 amp circuit breaker for right auxiliary fuel pump. Functional checked good. Wally A. Bow A1P312846223

Airframe Maintenance Log Book # 6

N239SE S/N 421B-0315

Airframe Log Entry

11/14/18

Sonrise Aviation

617.3 Hobbs

N239SE

C/W AD 2001-01-16 part (b) by visual inspection. Replaced R turbo, 408610-9001, and R wastegate, 470830-9020. Replaced gaskets and hardware as required. C/W AD 2016-17-08 by visual inspection.

PAW

3255913 A&P

IN ACCORDANCE WITH THE OVERHAUL MANUALS
"THE ORIGINAL NAMEPLATE MUST BE RETAINED IN
THE AIRCRAFT RECORDS WHEN THE NAMEPLATE IS
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End of Cessna airframe logbook

#6

421B S/N 315