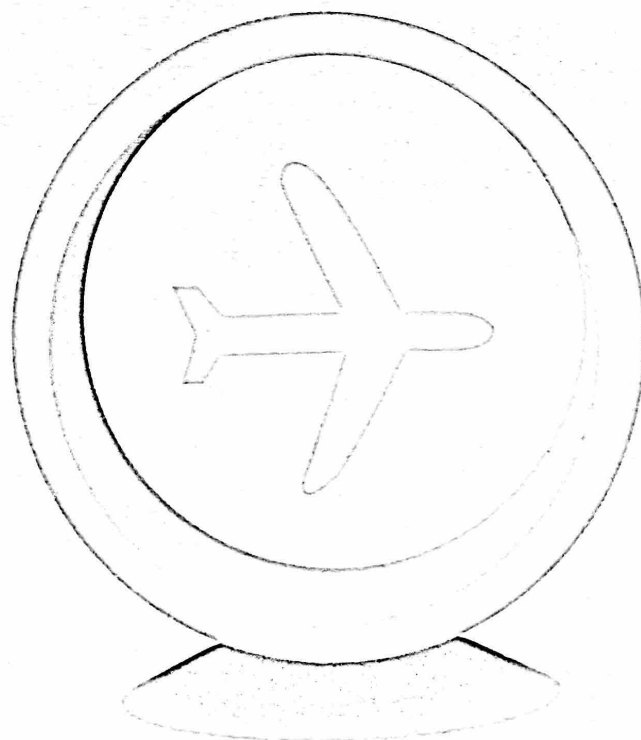


#7

**AIRCRAFT  
MAINTENANCE RECORDS**

N 239SE

**AIRFRAME  
LOG BOOK**



# AIRCRAFT MAINTENANCE RECORD

Page No. \_\_\_\_\_

Date	Total Time	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK
<b>CARRIED FORWARD</b>		

**Airframe Log Entry**  
**2/15/2019**

**Sonrise Aviation**  
**643.7 Hobbs**

**N239SE**  
**7217.0 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. Riggged landing gear per Cessna 421B Maintenance Manual. Repaired wire at R deice light. Replaced L main tire, 6.50X10 10 ply Goodyear. Replaced seals in R main strut, A2749 seal, MS28775-229 o-ring, ms28776-22 scraper. Replaced corroded rivets on bottom of L&R nacelle stingers as needed with AD and cherry-max rivets. Replaced R tip tank fuel hose w/Mill 6000 hose. Removed belly beacon lens, cleaned and reinstalled. Oxygen bottle hydro test completed, due again 2/2022. Re-glued L tip nav light sight window. Reinstalled clamp on heater combustion fan motor. Replaced loose rivets at outboard aft corners of both engine cowls with AD rivets. Replaced L elevator socket, 5035005-1, and pin, 5035017-1. Replaced L elevator outboard bearing, MS24462-4. Replaced fwd cabin door cable, 47-625, and pin, NAS561CF6-18. Replaced sump placards. Added PM research tape to blade antennas on v stab. Replaced L nacelle tank vent heater w/serviceable. Cleaned, treated, zined and painted corrosion on L outboard flap. Replaced bearings and spacers in elevator trim tab actuator, 0310295 spacers, 0310297-1 bearing, 0310298-1 bearing, MS28775-010 o-ring. Adjusted engine controls. Tightened clamp on L engine airbox. Replaced fuel cap o-rings, MS29513-232. Replaced R main torque link bushings, 5141008-1. Tightened attach hardware on landing gear gearbox. Replaced electric vertical adjustment with manual adjustment removed from N310SK 310R1829. Replaced vacuum relief valve garter filters, ARB3-5-1. C/W AD 2000-01-16 part (b) by visual inspection, due again at 574.3 Hobbs or 30 days whichever is later, part (c) by tailpipe removal, due again 2/2020, part (d) by visual inspection, due again 1143.7, part (e) by pressure test, due again 2/2020 and part (f) by v-band clamp replacement, due again 1143.7 hobbs. C/W AD 20016-17-08 by replacement of elevator trim tab hardware, due again at 743.7 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



<u>Reg. Mark</u>	<u>Hobbs/Tach</u>	<u>Make</u>	<u>Model</u>	<u>S/N</u>
N239SE	650.8	CESSNA	421B	421B0315

Weighed Aircraft Main tips and wing Aux Full Fuel Nacelle Lockers Empty  
Scale Calibration Due 10-2019 POH Revised

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. S-19-0806

Date 2/22/2019 Signed Inspector For Muncie Aviation Company

# AIRCRAFT MAINTENANCE RECORD

Page No. \_\_\_\_\_

Date	Total Time	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK
------	------------	---

**Airframe Log Entry** **Sonrise Aviation** **N239SE**  
 4-1-2019 Hobbs meter reading 665.3. Replaced right main tire with new. Complied with AD 2006-01-16 by visual inspection of exhaust system on both engines. *Wesley A. Brown*  
 ATP 312846223

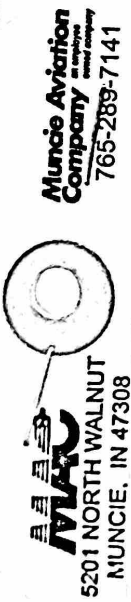
**Airframe Log Entry** **Sonrise Aviation** **N239SE**  
 5-1-2019 Hobbs meter reading 668.4. Sent all fuel components in right engine compartment out for evaluation at D&G supply. Discrepancies were found with all components and they were overhauled. See engine log book for details. Added R134 to air conditioning system. *Wesley A. Brown* ATP 312846223

**Airframe Log Entry** **Sonrise Aviation** **N239SE**  
 6-10-2019 Hobbs meter reading 694.2. Installed left prop governor (DCFS290 D9T6, s/n 781908) after repair by H&S propeller (WO# 48452). Replaced leaking right brake line under the floor that went from the front right pilot seat to the middle right co-pilot seat. Serviced brakes with 5606 hydraulic fluid. Function checks good. *Wesley A. Brown* ATP 312846223



Reg. Mark	Hobbs	Make	Model	S/N
N239SE	701.8	Cessna	421B	421B0315

Removed Roll Servo PA-500A P/N 35070-0228 S/N 528, repaired, unit bench checks good, and reinstalled in aircraft. System ground checks good. Work performed IAW 400A/800 IFCS Service and Parts Manual D4523-13, October 1973. 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 at the Piper Shop Order No. A-19-2133



CUSTOMER Sonrise Aviation  
 P.O. NO. \_\_\_\_\_  
 V.O. # A-19-2133 MODEL PA-500A  
 FIG. ABC SER# 528  
 PART NO. 35070-0228  
 COMPONENT Roll Servo  
 REMARKS \_\_\_\_\_

BENCH TEST  REPAIR

This Article identified above was repaired or Bench Tested and inspected in accordance with Federal Aviation Regulations and is found airworthy for return to service. Pertinent details of repair are on file at this agency under above Work Order No.

E June 13, 2019  
 MUNCIAN [Signature]  
 DIRECTOR [Signature]  
 FAA CERTIFICATED REPAIR STATION  
 AJVR 135C

**SERVICEABLE**

Company


# AIRCRAFT MAINTENANCE RECORD

Page No. \_\_\_\_\_

Date	Total Time	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK
<b>CARRIED FORWARD</b>		

Premier Avionics, LLC

N: 239\$E

Stand By

## ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. X 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16	
TOL. ± FT.	20	20	20	$20/\sqrt{2}$	25	30	$30/\sqrt{2}$	35	$70/\sqrt{2}$	40	60	$80/\sqrt{2}$	90	100	$90/\sqrt{2}$	110	
ACTUAL FRICTION	100	0	500	$100/\sqrt{2}$	150	$200/\sqrt{2}$	$300/\sqrt{2}$	400	$10/\sqrt{2}$	550	$700/\sqrt{2}$	$500/\sqrt{2}$	1190	1320	$20/\sqrt{2}$	1520	
TEST ALT. X 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)							
TOL. ± FT.	120	$130/\sqrt{2}$	140	$155/\sqrt{2}$	180	$205/\sqrt{2}$	230	255	$280/\sqrt{2}$								
ACTUAL FRICTION	1750	$1700/\sqrt{2}$	2190	$300/\sqrt{2}$	X	X	X	X	X	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99
HYSTERESIS (TOL. ± 75 FT.)				50% MAX.	+20	40% MAX.		+10	AFTER EFFECT (TOL. 30 FT.): +10							CASE LEAK: 23	

ALTIMETER MAKE <u>Garmin</u>	BLIND ENCODER <u>Aspen</u>	TRANSPONDER NAME <u>Garmin</u>
MODEL <u>5334 PA-3</u>	MODEL <u>EFD1000</u>	MODEL <u>GT433</u>
SN <u>503844</u>	SN <u>9711055</u>	SN <u>89123902</u>

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO \_\_\_\_\_ FT. TO COMPLY WITH FAR 91.411.  
 CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.  
 CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.  
 CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.  
 This aircraft and/or component identified above was repaired and/or inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the following work number.  
 Date: 7-2-19 Tech. EF W.O. 5578 Signed EF  
 PREMIER AVIONICS, LLC • CRS# 7PMR634B • PH: (260) 747-4810 • 4424 Altitude Drive • FORT WAYNE, INDIANA 46809

Premier Avionics, LLC

N: 239\$E

Aspen

## ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. X 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16	
TOL. ± FT.	20	20	20	$20/\sqrt{2}$	25	30	$30/\sqrt{2}$	35	$70/\sqrt{2}$	40	60	$80/\sqrt{2}$	90	100	$90/\sqrt{2}$	110	
ACTUAL FRICTION	990	10	510	$10/\sqrt{2}$	150	$200/\sqrt{2}$	$300/\sqrt{2}$	400	$0/\sqrt{2}$	600	800	$1000/\sqrt{2}$	1550	1350	$0/\sqrt{2}$	1550	
TEST ALT. X 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)							
TOL. ± FT.	120	$130/\sqrt{2}$	140	$155/\sqrt{2}$	180	$205/\sqrt{2}$	230	255	$280/\sqrt{2}$								
ACTUAL FRICTION	1750	$1700/\sqrt{2}$	2190	$300/\sqrt{2}$	2550	X	X	X	X	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99
HYSTERESIS (TOL. ± 75 FT.)				50% MAX.	0	40% MAX.		0	AFTER EFFECT (TOL. 30 FT.):							CASE LEAK: -23	

ALTIMETER MAKE <u>Aspen</u>	BLIND ENCODER <u>TRANS Cal</u>	TRANSPONDER NAME <u>King</u>
MODEL <u>EFD1000</u>	MODEL <u>SSD120</u>	MODEL <u>KT74</u>
SN <u>9711055</u>	SN <u>21450</u>	SN <u>01909</u>

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO \_\_\_\_\_ FT. TO COMPLY WITH FAR 91.411.  
 CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.  
 CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.  
 CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.  
 This aircraft and/or component identified above was repaired and/or inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the following work number.  
 Date: 7-2-19 Tech. EF W.O. 5578 Signed EF  
 PREMIER AVIONICS, LLC • CRS# 7PMR634B • PH: (260) 747-4810 • 4424 Altitude Drive • FORT WAYNE, INDIANA 46809


SUB-TOTAL THIS PAGE

TOTAL - CARRY FORWARD TO NEXT PAGE

# AIRCRAFT MAINTENANCE RECORD

Page No. \_\_\_\_\_

Date	Total Time	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK
------	------------	---

**CARRIED FORWARD** →

**Airframe Log Entry**

**Sonrise Aviation**

**N239SE**

7-3-2019 Hobbs meter reading 710.9. Cleaned contacts for left landing light retract. Serviced battery. Cleaned and lubed electric trim switch. Replaced broken down lock spring on left main gear. Complied with AD2000-01-16 par (b) by visually inspecting exhaust system.

*D.A.W. 32559 B A+D*


**Airframe Log Entry**

**Sonrise Aviation**

**N239SE**

7-31-2019 Hobbs reading 714.4. Replaced aircraft battery with new (G246, s/n G03046710). Repaired broken wire on air conditioner system under co-pilot seat. Pressurized A/C system and used soapy water to look for leaks. Cleaned over pressure switch in right wing locker with contact cleaner. Found A/C filter was installed backwards; removed and installed correctly. Installed dye in A/C system. Evacuated A/C system with vacuum pump and serviced with R134a. Functional checked A/C and looked over system for leaks with black light. Cleaned push-to-talk switch with contact cleaner.

*Wally A. Bonner A+P 712846223*


**SUB-TOTAL THIS PAGE**

**TOTAL - CARRY FORWARD TO NEXT PAGE**

# AIRCRAFT MAINTENANCE RECORD

Page No. \_\_\_\_\_

Date	Total Time	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK
		<b>Sonrise Aviation</b> <span style="float: right;"><b>N239SE</b></span>
9/27/2019		Hobbs meter reading 719.9. Pressurized air condition system with nitrogen. Repaired line leak by dryer. Replace short section of ¼ inch tube attaching to pilot side evaporator (piece goes from under the pilot seat through the partition and makes a connection to existing tubing under the floor just aft of the pilot seat). Serviced air condition system with R134a. Installed one ounce of oil and one ounce of dye in air condition system. Removed right alternator and sent out for testing (everything tested fine). Cleaned connections on right alternator. Replaced terminal end on small ground wire on alternator.
		<i>Wesley A. Bourne</i> <b>ATP312846223 IA</b>

		<b>Sonrise Aviation</b> <span style="float: right;"><b>N239SE</b></span>
10-22-2019		Hobbs meter reading 729.2. Replaced right alternator with overhauled unit, p/n ALV9510R, s/n 23486-1. Replaced right alternator out sensor with serviceable unit, p/n B-00329-1. Run up checks good.
		<i>Wesley A. Bourne</i> <b>ATP312846223</b>

N	239SE	LOG	TIME
		During testing of the static system move during testing. Removed OH/Exch. Altimeter; Model: Unit 5 MPH low for all readings. Rem out for repair. Reinstalled repaired System to comply with FAR Part GTN750 and 650 need software Updated SW on GTN650 to SW le updated due to a bad datacard at Garmin factory Exchange GTN75 to operate correctly. Provided cus	
Aircraft and/or components above were repaired and inspected			
Signature <b>Premier Avionics, LLC • 4424 All</b>			

## MidContinent™

INSTRUMENTS+AVIONICS

9400 E. 34th St. N.  
Wichita, KS 67226  
16320 Stagg Street  
Van Nuys, CA 91406

### Altimeter Scale Correction Card

Altimeter P/N: 5934-A.68

Serial Number: B0247

REFERENCE ALTITUDE IN FT	ALTIMETER READS	REFERENCE ALTITUDE IN FT	ALTIMETER READS
-1,000	-1,000	18,000	18,000
0	5	20,000	20,000
500	500		
1,000	1,000		
1,500	1,500		
2,000	2,000		
3,000	3,000		
4,000	4,000		
5,000	5,000		
6,000	6,000		
8,000	8,000		
10,000	10,000		
12,000	11,995		
14,000	13,990		
15,000	15,000		
16,000	16,000		

Tested By: *JSS4*

Date: 12/17/2019

SUB-TOTAL		
TOTAL		

# AIRCRAFT MAINTENANCE RECORD

Page No. \_\_\_\_\_

Date	Total Time	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK
------	------------	---

**Airframe Log Entry**

**Sonrise Aviation**

**N239SE**

9/27/2019 Hobbs meter reading 719.9. Pressurized air condition system with nitrogen. Repaired line leak by dryer. Replace short section of ¼ inch tube attaching to pilot side evaporator (piece goes from under the pilot seat through the partition and makes a connection to existing tubing under the floor just aft of the pilot seat). Serviced air condition system with R134a. Installed one ounce of oil and one ounce of dye in air condition system. Removed right alternator and sent out for testing (everything tested fine). Cleaned connections on right alternator. Replaced terminal end on small ground wire on alternator.

*Wesley A. Bourne ATP312846223 IA*


**Airframe Log Entry**

**Sonrise Aviation**

**N239SE**

10-22-2019 Hobbs meter reading 729.2. Replaced right alternator with overhauled unit, p/n ALV9510R, s/n 23486-1. Replaced right alternator out sensor with serviceable unit, p/n B-00329-1. Run up checks good.

*Wesley A. Bourne ATP312846223*

## LOG BOOK ENTRY

**N** 239SE      **TIME** 736.6 Hobbs Time      **DATE** 1-3-2020

During testing of the static system, it was found that the Copilot Altimeter baro needle would not move during testing. Removed Copilot Altimeter; PN: LA-72-11, SN: 79366 and replaced with OH/Exch. Altimeter; Model: United, PN: 5934-A.68, SN: B0247. Airspeed Indicator was found to be 5 MPH low for all readings. Removed Airspeed Indicator; PN: EA-5173-1, SN: T12365 and shipped out for repair. Reinstalled repaired Airspeed Indicator; PN: EA-5173-1, SN: T12365. Tested Static System to comply with FAR Part 43 App. E(a).

GTN750 and 650 need software updates.

Updated SW on GTN650 to SW level 6.62 as per Garmin SB 1942, Revision A. GTN750 could not be updated due to a bad datacard and loader. Removed GTN750, SN: 1ZA010994 and replaced with Garmin factory Exchange GTN750, SN: 1ZA013760 and ramp checked operation. System was found to operate correctly. Provided customer with GTN750/650 FSM, Revision 8 as per SB instructions.

\*\*\* Page 1 of 1 \*\*\*

Aircraft and/or components above were repaired and inspected in accordance with current federal aviation regulations, and were found airworthy for return to service.

Signature: \_\_\_\_\_

Work Order: 5753

Premier Avionics, LLC • 4424 Altitude Drive • Fort Wayne, IN 46809 • Tel: 260-747-4810 • CRS: 7PMR634B


**SUB-TOTAL THIS PAGE**

**TOTAL - CARRY FORWARD TO NEXT PAGE**

# AIRCRAFT MAINTENANCE RECORD

Page No. \_\_\_\_\_

Date	Total Time	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK
------	------------	---

*Premier Avionics, LLC*

N: 239 SE Aspen

## ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. X 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16	
TOL ± FT.	20	20	20	20	25	30	30	35	70	40	60	80	80	90	100	90	110
ACTUAL	990	10	510	1015	1515	2015	2515	3015	4015	5015	6015	7015	8015	9015	10015	11015	
ACTUAL FRICTION	990	10	510	1015	1515	2015	2515	3015	4015	5015	6015	7015	8015	9015	10015	11015	
TEST ALT. X 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)							
TOL ± FT.	120	130	140	155	180	205	230	255	280	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99
ACTUAL	17970	18100	18250	18400	18550	18700	18850	19000	19150	19300	19450	19600	19750	19900	19900	20000	20000
ACTUAL FRICTION	17970	18100	18250	18400	18550	18700	18850	19000	19150	19300	19450	19600	19750	19900	19900	20000	20000
HYSTERESIS (TOL. ± 75 FT.)	50% MAX. +10										40% MAX. 0						
AFTER EFFECT (TOL. 30 FT.): +10										CASE LEAK: 65							

ALTIMETER MAKE Aspen BLIND ENCODER Transcal TRANSPONDER NAME King  
MODEL EF01000 MODEL SSD 120 MODEL KT 74  
SN 9711055 SN 21452 SN 01909

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 30,000 FT. TO COMPLY WITH FAR 91.411.  
CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.  
CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.  
CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.  
This aircraft and/or component identified above was repaired and/or inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the following work number.

Date: 12-17-19 Tech: GM W.O. 5753 Signed: [Signature]

PREMIER AVIONICS, LLC • CRS# 7PMR634B • PH: (260) 747-4810 • 4424 Altitude Drive • FORT WAYNE, INDIANA 46809

*Premier Avionics, LLC*

N: 239 SE STBY

## ALTIMETER, STATIC AND TRANSPONDER CERTIFICATE

TEST ALT. X 1000 FT.	-1	0	.5	1	1.5	2	3	4	5	6	8	10	12	14	15	16	
TOL ± FT.	20	20	20	20	25	30	30	35	70	40	60	80	80	90	100	90	110
ACTUAL	1000	15	515	1015	1515	2015	2515	3015	4020	5015	6015	7015	8015	9015	10015	11015	
ACTUAL FRICTION	1000	15	515	1015	1515	2015	2515	3015	4020	5015	6015	7015	8015	9015	10015	11015	
TEST ALT. X 1000 FT.	18	20	22	25	30	35	40	45	50	BARO. SCALE ERROR (TOL. ± 25 FT.)							
TOL ± FT.	120	130	140	155	180	205	230	255	280	28.10	28.50	29.00	29.50	29.92	30.50	30.90	30.99
ACTUAL	17950	18100	18250	18400	18550	18700	18850	19000	19150	19300	19450	19600	19750	19900	19900	20000	20000
ACTUAL FRICTION	17950	18100	18250	18400	18550	18700	18850	19000	19150	19300	19450	19600	19750	19900	19900	20000	20000
HYSTERESIS (TOL. ± 75 FT.)	50% MAX. -10										40% MAX. -10						
AFTER EFFECT (TOL. 30 FT.): +5										CASE LEAK: 65							

ALTIMETER MAKE United BLIND ENCODER NA TRANSPONDER NAME Garmin  
MODEL 5934PA-3 MODEL NA MODEL GTX 33  
SN 502844 SN NA SN 89123902

CERTIFIED ALTIMETER PER FAR 43, APP. E (b) TO 30,000 FT. TO COMPLY WITH FAR 91.411.  
CERTIFIED STATIC SYSTEM PER FAR 43, APP. E (a) TO COMPLY WITH FAR 91.411.  
CERTIFIED AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM PER FAR 43, APP. E (c) TO COMPLY WITH FAR 91.411.  
CERTIFIED TRANSPONDER PER FAR 43, APP. F TO COMPLY WITH FAR 91.413.  
This aircraft and/or component identified above was repaired and/or inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service. Pertinent details are on file at this agency under the following work number.

Date: 12-17-19 Tech: GM W.O. 5753 Signed: [Signature]

PREMIER AVIONICS, LLC • CRS# 7PMR634B • PH: (260) 747-4810 • 4424 Altitude Drive • FORT WAYNE, INDIANA 46809

**SUB-TOTAL THIS PAGE**  
**TOTAL - CARRY FORWARD TO NEXT PAGE**



# AIRCRAFT MAINTENANCE RECORD

Page No. \_\_\_\_\_

Date	Total Time	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK
<b>CARRIED FORWARD</b> →	7322.5	



2634 Airport Drive Ste. # 106 North Las Vegas, NV. 89032 Phone: 702.636.6555 May 8, 2020  
 Reg: N239S S/N: 421B031 Flight Hobbs: 0749.2 AFTT: 7322.5 WO: VGT-4789

Complied with Annual Inspection In Accordance with Cessna 421B A/M/M, Expanded Inspection - Temporary Revision No. 13 Aircraft Is Current For All Effective Airworthiness Directives Through Bi-Weekly 2020-10.

- 1.) Removed Hobbs Meter And Advanced Hobbs Meter Time to Current Flight Time. Inspected Landing Gear Switch and Wiring, Cleaned Switch, Reconnected and Secured wires. Operations Check Satisfactory.
- 2.) Inspected and Cleaned Fuel Pump Filter. Found Fuel Line From Tank to Pump With Improper Bend in line. Fabricated New Line In Reference to AC43-13-1B section 2- 8-31.
- 3.) Complied With A.D. 04-21-05, Pressure Decay Of Janitrol Heater Tested Within Limits Using Procedures Outlined In Instruction P/N 24E25-1, Section 3. Next due Heater Hobbs 0864.8 Or 5/2021.
- 4.) Complied With A.D. 04-25-16 R1, By General Visual Inspection In Accordance With Part (e) (1) And (2), No Defects Noted At Time Of Inspection. Next Inspection Due At Heater Hobbs 0864.8 Or 5/ 2021.
- 5.) Removed And Replaced Central Air Vacuum Air Filter, Installed New Donaldson P/N 08-06036 Filter, I.A.W. Cessna 421B M/M Section 12-13, Satisfactory Upon Completion.
- 6.) During Inspection Found Brake Linings Worn Past Limits, Removed And Replaced Brake Linings, Installed New Brake Linings P/N 066-06600, I/A/W Cessna 421B M/M Section 4-54, Op's Checked Good.
- 7.) Remove And Replaced Left Engine Alternator Fail Sensor P/N 9910094-3, In Accordance With Cessna 421B M/M Section 14. Performed Ground Op's Check, Satisfactory Upon Completion.

I certify that the maintenance described above was accomplished in accordance with the Manufacturer's Maintenance Program, requirements of 14 CFR 43, and with respect to the work performed is airworthy and approved for return to service.

Josh Warner 3568461 A&P IA

Val Sutherland 3641617 A&P 3641617 A&P



2634 Airport Drive Ste. # 106 North Las Vegas, NV. 89032 Phone: 702.636.6555 May 8, 2020  
 Reg: N239S S/N: 421B031 Flight Hobbs: 0749.2 AFTT: 7322.5 WO: VGT-4789

Removed And Replaced Dual Tachometer Indicator, Removed P/N 511-08, S/N 11432 And Replaced With Overhauled Dual Tachometer Indicator, Installed P/N 511-080V S/N 2976. In Accordance With Cessna 421B M/M Section 12-9, Performed Ground Op's Check Satisfactory Upon Completion.

I certify that the maintenance described above was accomplished in accordance with the Manufacturer's Maintenance Program, requirements of 14 CFR 43, and with respect to the work performed is airworthy and approved for return to service.

Val Sutherland 3641617 A&P 3641617 A&P

		<b>SUB-TOTAL THIS PAGE</b>
		<b>TOTAL - CARRY FORWARD TO NEXT PAGE</b> →

# AIRCRAFT MAINTENANCE RECORD

Page No. \_\_\_\_\_

Date	Total Time	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> <b>CARRIED FORWARD</b> </div>		

ORLANDO AIRCRAFT SERVICES 601 HUMPHRIES AVE. ORLANDO EXECUTIVE AIRPORT ORLANDO, FL  
 LOG ID# 11756 28-July-2021 WO# 120479-0 AC TT 7355.5 HOBBS 772.2 Pg 1 / 1  
 N239SE S/N 421B0315 CESSNA 421B

ANNUAL INSPECTION & LUBRICATION PERFORMED ON AIRCRAFT IAW SECTION 2-1 OF CESSNA 421B SERVICE MANUAL. BATTERY SERVICED AND CONDITION CHARGED. ALL WHEEL BEARINGS CLEANED, INSPECTED AND GREASED. GEAR SWING AND EMERGENCY EXTENSION TESTS GOOD. INSTALLED WING SPOILERS IN ACCORDANCE WITH SPOILERS, INC. SUPPLEMENTAL TYPE CERTIFICATE SA4937NM INSTALLATION INSTRUCTIONS SP6000 AND DRAWING LIST SP6000 DATED MAY 14, 1992. WEIGHT AND BALANCE REVISED. FAA APPROVED FLIGHT MANUAL SUPPLEMENT P'ACED IN AIRCRAFT FLIGHT MANUAL. SEE FAA FORM 337 DATED 7/28/2020. COMPLIED WITH CFR 91.207 (d) ELT INSPECTION & TEST (BATTERY EXPIRES JUNE/2023). COMPLIED WITH AD 2000-01-16 PARTS (B)(C)(E) EXHAUST SYSTEM VISUAL INSPECTION. NEXT DUE HOBBS 822/872. COMPLIED WITH AD 2004-25-16 HEATER FUEL REGULATOR SHUT-OFF VALVE INSPECTION. NEXT DUE HOBBS 872 OR JULY/2023. COMPLIED WITH AD 2016-07-08 ELEVATOR TRIM TAB HARDWARE INSPECTION. NEXT DUE HOBBS 872 OR ANNUAL. AD'S RESEARCHED THROUGH CURRENT ATP PUBLICATIONS.

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED I.A.W. AN ANNUAL INSPECTION AND DETERMINED TO BE IN AN AIRWORTHY CONDITION AT THIS TIME.

Bradley E. Daniels 28 July 21  
 AP 3479939 IA BRADLEY E. DANIELS Date

ORLANDO AIRCRAFT SERVICES 601 HUMPHRIES AVE. ORLANDO EXECUTIVE AIRPORT ORLANDO, FL  
 LOG ID# 11762 30-July-2021 WO# 120292-0 AC TT 7355.5 HOBBS 772.2 Pg 1 / 1  
 N239SE S/N 421B0315 CESSNA 421B

Removed Cessna 400A Autopilot System, Bendix/King KT 74 transponder and a Garmin GTX 33 transponder. Installed a Genesys Aerosystems 3100 Autopilot System with Yaw Damper per STC SA09751DS, a Garmin GTX 345 and a GTX 33ES ADS-B compliant transponders per STC SA01714WI, a Garmin GI 275 CDI per STC SA02658SE and a JP Instruments EDM 760 EGT/CHT indicator per STC SA00729SE. Included Genesys Aerosystems 3100 AFMS p/n ST-966-AFMS-0001 Rev B dated June 2021, Garmin GTX 345 and GTX 33ES AFMS p/n 190-00734-15 Rev 5 dated June 2021, Garmin GI 275 AFMS p/n 190-02246-12 Rev 6 dated July 2021 and JP Instruments EDM 760 AFMS p/n 760- Rev NC dated August 1999 in the Aircraft Flight Manual. Included Genesys Aerosystems 3100 ICA p/n ST-966-ICA-0001 Rev B dated May 2021, Garmin GTX 345 and GTX 33ES ICA p/n 190-00734-11 Rev 8 dated June 2021, Garmin GI 275 ICA p/n 190-02246-11 Rev 4 dated July 2021 and JP Instruments EDM 760 ICA p/n 760 Rev NC dated July 1999 with the aircraft paperwork.

Troy E Webb 7-30-21  
 TP4R552M TROY E WEBB Date

MODEL C421B  
 S/N 421B0315  
 REG. NO. N239SE

ORLANDO AVIONICS CORP., DBA  
**ORLANDO Aircraft SERVICES**  
 EXECUTIVE AIRPORT • PO BOX 140741  
 ORLANDO, FL 32814  
 TELEPHONE: (407) 894-9963

DATE 7-30-21  
 T.T. 7355.5  
 HOUR/M 772.2

The ATC Transponder Test and inspections required by FAR 91.413 were performed this date and found to comply with FAR 43, Appendix F.

Make Garmin Model GTX345R S/N 3EH041356

Make Garmin Model GTX33ES S/N 89126958  
 Details of this inspection are on file at this

repair station under W/O 120292 Date 7-30-21

ORLANDO AIRCRAFT SERVICES  
 FAA Approved Repair Station # TP4R552M  
 601 Humphries Avenue  
 Orlando, FL 32803 (407) 894-9963 Troy E Webb

**TOTAL - CARRY FORWARD TO NEXT PAGE**





