

N712JW

AIRFRAME



Aircraft Flight and Maintenance Log

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

INSPECTION REMINDER

JUL 26

Aug 97

Aircraft Description

CESSNA	421A	421A-0128	N712JW
Aircraft Mfr.	Model	Serial	Registration

General Instructions

1. This aircraft log is provided to assist owners and operators in maintaining an accurate record of flight time, maintenance, alterations, and inspections on the aircraft, which is required as part of Federal Aviation Regulations part 91.173.
2. By filling in the information called for, a complete record of flight time, maintenance, and inspections will be developed which will not only satisfy the FAA requirements but will also prove to be useful reference information for the owner/operator in the operation of the aircraft.
3. The column headed "Remarks" is particularly important, for in this column all the details concerning the following are to be entered.
 - a) Line and Periodic Inspections, Airworthiness Directives, Service Bulletins, Rigging changes, and all repairs and alternations.
 - b) Accidents in which the aircraft is involved, whether major or minor.
 - c) When repairs or alterations necessitate submission of FAA Form 337, an entry is to be made in this column and the original of the Form 337 stapled at the back of this book.
 - d) All entries must be endorsed with the name, rating, and certificate number of either the FAA Repair Station or the mechanic.
4. Make all entries with pen and ink.

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19 ____	
					<p>10 APRIL 84 HOBBS 546.5 TOTAL TIME 2187.1 TAXI LIGHT WIRING REPAIRED AT NOSE STRUT. TAXI LIGHT SWITCH REPAIRED. PROP BOOT SWITCH REPAIRED. R & L WING DEICE LIGHTS REPAIRED. PILOT'S FOUL WEATHER WINDOW REPLACED W/NEW WINDOW. FLAP FOLLOWUP CABLE REPLACED. ENGINE PRIMER SWITCH REPLACED. RIGHT HAND PRESSURIZATION SWITCH REPLACED. COPILOT'S SEAT REPAIRED TO RAISE & LOWER LANDING GEAR MOTOR REPLACED WITH SERVICEABLE MOTOR. LANDING GEAR SAFETY SWITCH REPLACED WITH SERVICEABLE SWITCH. FLAP MOTOR REPAIRED & ADJUSTED. INSTRUMENT FILTER REPLACED W/NEW. L/FUEL SELECTOR VALVE REPAIRED & CLEANED. O₂ BOTTLE GIVEN HYDROSTATIC TEST. ALL RIGHT WING FUEL BLADDERS (AUX & LOCKER) REPLACED WITH SERVICEABLE BTC-54 BLADDERS. NOSE GEAR SCISSORS, BOLTS, NUTS CLEANED, PAINTED & LUBED. RIGHT MAIN GEAR FREE FALL ADJUSTED TO SPECS. NOSE STRUT SEALS REPLACED. ALL THREE STRUTS SERVICED WITH OIL & NITROGEN. INSTALLED MISSING R/MAIN WHEEL BEARING RETAINING NUT. REPLACED SEVERAL LOOSE RIVETS R/NACELLE BOTTOM. L/MAIN GEAR DROP OFF ADJUSTED TO SPECS. SEVERAL RIVNUTS REPLACED IN TAILCONE. PILOT'S MAP LIGHT BULB REPLACED. SEVERAL LOOSE RIVETS REPLACED (OVER)</p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
<p>IN BOTTOM OF LEFT NACELLE. R+L/MAN GEAR DOOR TENSION ADJUSTED TO SPECS. L/MAN TIRE REPLACED WITH NEW TIRE. ELECTRIC ELEVATOR TRIM SWITCH REPLACED. Phillip C. Wells</p> <p>R+R HEATER FOR CORROSION DECAY TEST - OK Phillip C. Wells</p>							<p>CHIEF INSPECTOR R.S.S66-31 SUNRISE AIRCRAFT P.O. BOX 10732 YAKIMA, WA 98909</p>
<p>DATE <u>10 APRIL 84</u> TT <u>2187.1</u> TACH/HOBBS <u>546.5</u></p> <p>ENG TSMO <u> </u> PROP TSMO <u> </u> PROP YRS/SMO <u> </u></p> <p>I CERTIFY THAT THIS ACFT HAS BEEN INSPECTED AND REPAIRED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION IN ACCORDANCE WITH CURRENT FEDERAL AVIATION ADMINISTRATION REGULATIONS AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THIS REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER WORK ORDER # <u>3470</u> SIGNED <u>Phillip C. Wells</u></p> <p style="text-align: center;">SUNRISE AIRCRAFT P.O. BOX 10732 YAKIMA, WA 98909 FAA APPROVED REPAIR STATION S66-31</p>							
<p>10 APRIL 84 HOBBS 546.5 WAITING FOR ORIGINAL LOG BOOKS TO SUBSTANTIATE HEATER TSMO. IF ORIGINAL LOGS CANNOT BE FOUND, I RECOMMEND THE HEATER BE REMOVED + OVERRHALED AS SOON AS POSSIBLE IN ORDER TO COMPLY WITH APPLICABLE AD'S. HEATER PLACARDED "INOP - DO NOT USE."</p> <p>Phillip C. Wells AWP 2087753</p>							

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

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IN BOTTOM OF LEFT NACELLE. R+L/MAIN GEAR DOOR TENSION ADJUSTED TO SPECS. L/MAIN TIRE REPLACED WITH NEW TIRE. ELECTRIC ELEVATOR TRIM SWITCH REPLACED. <i>Phillip C. Wells</i> R+R HEATER FOR CORROSION DECAY TEST - ON <i>Phillip C. Wells</i>							CHIEF INSPECTOR R.S.566-31 SUNRISE AIRCRAFT P.O. BOX 10732 YAKIMA, WA 98909
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AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19 ____	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
	8-29	84		#1	NAV TESTED - Error $\pm 2^\circ$ - Unit Function NORMAL - Unit Tested in A/C
					FELTS FIELD AVIATION INC. 505-4 P.O. BOX 11877 SPOKANE, WA 99211 Rodney Latza
	9-28	84			TEST NAV SYSTEM BOTH $\pm 1^\circ$ - LOCALIZER - GOOD. MKR BCN FUNCTION NORMAL - Unit/system meets IFR Requirements
					FELTS FIELD AVIATION P.O. BOX 11877 SPOKANE WA 99211 Rodney Latza

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 85							
JULY, 16, 1985			TOTAL TIME 2329.6 HOBBS TIME 689.0:				<p>INSPECTED & LUBED ALL CABLES, PULLEY'S PUSH-PULL RODS AND ALL CONTROL SURFACE HINGES. SERVICED & BLED BOTH BRAKE MASTER CYLINDERS CLEANED CORROSION OFF OF CONTROL COLUMN YOKES, REMOVED RUDDER, CLEANED BIRDS & BIRDS NEST FROM RUDDER & REINSTALLED. REPLACED AIR FILTER FOR AUTO PILOT SYS. REPLACED ALL SOCK FILTERS ON VACUUM PUMPS. CLEANED & TREATED AFT FUSELAGE SECTION FOR CORROSION. REPLACED BRAKE LIND ON LEFT GEAR, REPLACED INSTRUMENT FILTER, & SEALS ON FWD. BAGGAGE COMPARTMENT DOORS. CLEANED, INSPECTED AND REPACKED MAIN GEAR WHEEL BEARINGS, REPLACED NOSE WHEEL BEARINGS. RESEALED RIGHT STRUT, & SERVICED. SERVICED NOSE GEAR SHOCKER. NOTE, ELT BATTERY DUE CHANGE IN MAR 89. COMPLIED WITH AD 92-11-05 TUSP. OF AUX FUEL TANKS FOR LEAKS. REGUED VERTICAL FIN DELEG BOOT. I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND DETERMINED TO BE IN AN AIRWORTHY CONDITION AT THIS TIME. <i>Paul Hancock</i> TA 95301297.</p>
04-28-88	2398.8	Total time					
<p>The aircraft was inspected & serviced for an annual inspection in accordance with the Cessna 421 Service Manual. Replaced Ex. Leaks, 1/4" Hery 1/4" Hery. Replaced exhaust manifold & regulator 1/4" Hery. Fabricated & replaced fuel pressure Taper 1/4" Hery. Replaced 1/4" Hery. Replaced 1/4" Hery. Checked, cleaned & lubed detent for 1/4" fuel selector. Replaced 1/4" Hery.</p>							

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

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08-10-95 Thru Inspected Cessna 421A-0128

N 7121W AIRFRAME AND POWERPLANTS

AND DETERMINED AIRCRAFT SAFE

FOR FERRY FLIGHT

[Signature]

APP 571457791

				cell leaks - OK; AD 724.08 on Flexible fuel hoses - OK; AD 75-2308 Riser
				airfuel system - OK; AD 84-26-02 for replacing in air filter; AD 76-0707 on
				Alternator - OK; Aircraft fuel flow pressure system full leaks &
				grounding patch found in LH Hwy UNAIRworthy John N. Phillips
				GGMR-263E

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Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19 <u>95</u>	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
July 1-1995					This Aircraft has been inspected in accordance with an annual inspection Ref: FAR 43 Appendix "D" as required, A.D. as follows
Airframe	T.T. = 2398.0			69-14-01	Fuel starvation ^{c/w} By inspection
Hobbs =	- 0-			72-02-01	Prop attach nut; ^{c/w} By Torque nut Yellow Arc 950-2225
Lt Engine	TSMO = 1372.8			73-22-01	Fuel in trailing wing leading edge; ^{c/w} by inst. kit 11-73
Rt Engine	TSMO = 1063.2			75-23-08	R5 Engine exhaust system; ^{c/w} by inspection + Rework as required
Lt Prop	TSMO = 214.0			76-08-02	R2 Wing tip nose cap; ^{c/w} N/A no strakes
Rt Prop	TSMO = 214.0			78-13-05	Improperly installed seats; ^{c/w} by inspection
				87-21-02	R1 Fuel filler caps/openings; ^{c/w} by install new caps.
				90-02-13	Main landing gear; ^{c/w} by insp. Due again at Hobbs = 1000 Hours
				92-16-18	Passenger seat reinforcement; ^{c/w} N/A By Type + P/W
				72-03-07	Landing gear failure; ^{c/w} N/A by S/N
				72-11-05	Aux fuel cell leaks; ^{c/w} by insp. all tank 72 or newer
				72-14-08	R1 Flex fuel hose; ^{c/w} by insp. Replacement
				76-13-07	Fork Bolts; ^{c/w} New 10/79, - Due again at Aircraft T.T. 3480
				79-13-08	Airborne; ^{c/w} New installed
				87-07-03	Janitrol; ^{c/w} Pressure decay test
					O2 Bottle Hydro Complied with 6-95

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					HOURS	10THS	
1995	A.D. is Continued						
75-09-13	Oil inlet adapter; c/w steel fillings						
77-13-22	Crank Case cracking; c/w Rt insp. only Lt noted crack Re-insp. at 50 Hobs						
79-05-09	Oil pressure indication; c/w by insp. one time only						
80-09-11	Starter torsional damper; c/w by insp.						
80-25-06	R1 Engine oil pressure; N/A By model						
81-24-06	Fuel pump; N/A Date & S/N						
86-13-04	R3 Cylinder assy.; N/A By P/N						
87-04-05	Fuel pump; N/A By Model						
88-03-06	Oil filter; c/w #H48111 install						
91-19-03	Oil filter elements; N/A not installed						
93-10-02	Valve retainer key; N/A by date.						
94-14-12	Contaminated AV fuel; N/A not in Calit at time frame Pestolite Can; c/w by Greasing & insp. Lt and Rt						
Annual Inspection as follows							
Removed All access panels as required for inspection - Removed all intercar & side and floor panels (next)							

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					<p>Taxed Aircraft and swung landing gear 8 complete cycles and 1 emergency check, serviced landing gear as required with nitrogen, MIL-H-5606, & Grease, Removal & Replaced main landing gear brake pads and All three tires - All landing gear operation checked good with Maintenance Manual Spec. - Inspected De-ice system for operation and security, Service alcohol windshield app's ✓ and good Lt & Rt props ✓ good, Removal & Replaced Lt wing de-ice foot, wing & tail de-ice boots ✓ and good, Pilot, port ✓ and good, Checked All flight control cables for security routing, tension, Adjust Aps & aileron cables per maintenance Manual, flight controls surfaces checked good for full travel, Security, condition, Removal Rubber & Removal bird nest, check Rubber, Balance and inspected same with oil new hardware, Inspected All elec wire & hoses for fit form and function with no noted disc. ELT battery Replaced, Dye Replenishment at 3/4. ELT impact test and ops check ✓ and good, Replaced vacuum system filter, Cleaned cabin out flow & safety valve, Replaced Rivets as required behind exhaust pipe and repaired same, Repaired ice damage on nose & repaired same, Secured Aircraft and ran both engines for approx 30min each with no noted disc. Check flight of Aircraft in local area only for approx. 8, with these noted disc as follows, ① Transponder inop ② Lt Engine oil temp indicator jumps around ③ HSI heading some times freezing, app's check VOR checked good, Author than noted disc. All flight instrument check</p>

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Date	Bearing error VOR 1 VOR 2	Place	Signature		
				19 ___	

I certify that the Altimeter and Static System tests required by FAR Part 91.411 have been performed. The Altimeter installed was tested to 25,000 ft on 7-18-95 Work Order # 4445
 Signature [Signature]
 AERO TESTING SERVICES. CRS A78R455J

I certify that this KT76 Transponder SN 18696 has been tested as required FAR 91.413. Signature [Signature]
 Date 7-18-95 Work Order # 4445
 AERO TESTING SERVICES. CRS A78R455J

AIRCRAFT LOG

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19 <u>96</u> 8-7-96	Hobbs 10/6 TT-	2408.6	Opened Aircraft SOR inspection. Inspected Aircraft SOR gear swing; gear swing normal. Lubed All Lube points. Service Landing gear struts. Cleaned Aircraft & treated bents with "spit shine". CK'd All ads to date.				
EIT due 8-97 p. tot static						Total Time <u>2408.6</u>	
TSP CK due 7-97			Tachometer <u>10.6</u>			I certify that this (aircraft) (engine) has been inspected in accordance with a (annual) (100 hour) inspection and was determined to be in airworthy condition.	
			Dated <u>8-7-96</u>			W.O. No. <u>PP49456238</u>	
			Signed <u>Stacy Sator</u>				

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Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19 _____	
					DATE <u>8-8-96</u>
					AIRFRAME--ENGINE
					TOTAL TIME <u>2408</u> hr
					TACH TIME <u>10.6</u> hr
					I certify that the <u>aircraft</u> has been inspected in accordance with
					an <u>annual</u> inspection as per <u>FAR Part 43</u>
					and was determined to be in an airworthy condition. All applicable AD notes
					are in compliance.
					<u>Charles R. Saitzer</u>
					Charles R Saitzer
					A&P 524726488 IA