

ASA-SA-2

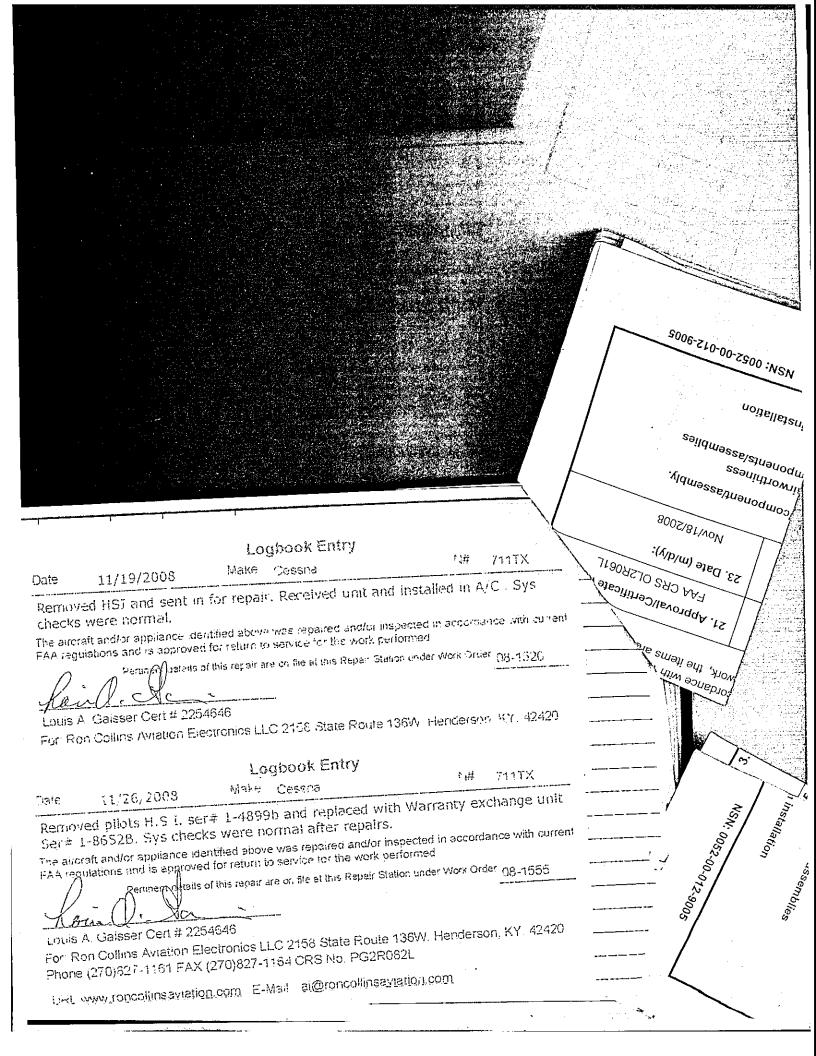
craft Record General Informa	tion			
anufacturerCESSNA		_ Model	421 C	
erial 421 C 6/65		_ Registration	n Number	NTITX
ate of Manufacture 197(				
ngine(s) currently installed: lanufacturer	الماسانة		Seria	al
Manufacturer	Model		Seri	al
Manufacturer	Modei			
Propeller(s) currently installed:				•
• •		Model		
	A 1		Seri	a:
	Serial	s	ierial	Serial
Blade ModelBlade Model	Serial	s	ierial	Serial
START 6/2008 T	T 5518.5	1-635	5 4522.	<u> </u>

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AR L ATE	RECORDING TACH TIME	TODAY'S. FLIGHT	TOTAL TIME IN SERVICE	Entries must be endorsed	ctions, Tests, Repairs and Alterations with Name, Rating and Certificate Number of ty. (See back pages for other specific entries.)		
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	Date	11/18/2	1008	Make Cessna	:(#	1117 X	
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	For Rons	Value Sollins Avi	e t # 305248 ation Electro	de repair are on the little Repair ( 	: s 136W. Herderson. t	A STATE OF THE STA	
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work, the iter Inspections, Tests, Repairs and Alterations Performed Biennial check required by FAR 91.413 ndorsed with Name, Rating and Certificate Number of Transponder system air Facility. (See back pages for other specific entries.) GTX327 #1 S/N 83720247 #2 S/N 83720251 Specifications were met per Part 43 Appendix F and were recorded on W.O.# Ren Collins Aviation Electronics LLC, Henderson KY FAA Repair Station # PG2R082L 11/19/2008 I Certify the Altimeter and Static System tests required by FAR Part 91 411 have been performed. 11/19/08 #1 Altimeter was tested to 30 K feet on 11/19/08 35 K feet on #2 Altimeter was tested to #1 Data correspondence to 30 K feet on 11/19/08 #2 Data correspondence to 35 K feet on 11/19/08 Ron Collins Aviation Electronics LLC Henderson KY Faa Repair Station # PG2R082L 11/19/2003

YEAR	BELUBBIN	C TODAVIO	TATE:		ections, Tests, Repairs and Alterations	· —
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	4000	3990	25000	24910	•	
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	Date 1	1/19/2008	Make	Cessna	N# 711TX	
	Dannirod	A/D and eye	checks were	normal on t	the around	
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	The aircraft an	d/or appliance	identified above ved for return to	was repaired a	nd/or inspected in accordance with current work performed.	-
	Arteginedo	11	The second secon		pair Station unrier Work Order 081519	
<b>→</b> ÷	[./ ]	// Frame (it year	iis or ciis rebar so	e on me ar urs me	pair 5181041 dim.er 44044 51dei 08-1519	
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				: 2158 State 5	Route 136W. Henderson, KY 42420	
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RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)	YEAR 20 Date
<u></u> '	1/28/2009	.,,.,.	Cessna 421C S/N: 421C0165	and the second s
	All work acc	bin blower fan fror complished IAW A	FTI: 5632.5  1 southwind heater, Replaced with overhaul unit PN 722043. Functional check OK. C43 12 1B/2A, Cessna 421C maintenance manual, and all applicable FARs.	
MHJ4003 WITH TO	RX:S/N L0007 M MAINTEN	ARTER P/N 715 (ACCESS ANCE MANU	FTT: 5699.1 N711TX 421C S/N 421C0165 W.O. P21646W MHJ4003:S/N 9012635 AND INSTALLED OVERHAULED STARTER P/N ORIES INC., CRS TM2R1921., W.O. 61609R, 02/25/09) IN ACCORDANCE IAL. ADJUSTED RIGHT VOLTAGE REGULATOR IN ACCORDANCE WITH AL. OPERATIONAL CHECKS GOOD AT THIS TIME.	
WORK APPROV	PERFORMED	, THE AIRO URN TO SER	S DESCRIBED HEREIN WERE INSPECTED AND, WITH RESPECT TO THE CRAFT AND/OR COMPONENTS WAS FOUND AIRWORTHY AND IS VICE FOR DISCREPANT ITEMS LISTED. DETAILS ARE ON FILE UNDER ORDER.	-
= SIGNED EAC	SLE CRE		FOR ATION SERVICES, INC FAA CERTIFICATED EPAIR STATION MV5R055N	

YEAR 20 Date	-	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Entries must be endorsed wi	ions, Tests, Repairs and Alth Name, Rating and Certificate N (See back pages for other speci	lumber.
DATE		COMPLIED WI AND FAR 43 FOUND. INST COMPRESSION 1:22/80 2:50/80 CHECK; WEIC REPLACEMEN ACCORDANCI ON LEFT ENC CRACK LEAK 01:16 FIGURE COMPLIED WI NO DEFECTS INSPECT" - LE PREFORMED SHIELD. DUR NACELLE. CO SLIP JOINTS A - LEFT ENGII CYLINDER AN WITH 421C M 2001-01-16 FIG SHIELDS, UNI UPPER BEND CRACKING N	APPENDIX 'ALLED N OCHECKS: OCH	NUAL INSPECT D. DRAINED EW CH4811 LEFT ENGINE: 64/80 5:57/8 N LIMITS. IN COMPLIED R 91.207D(1-4) DEFECTS NOT RIGHT ENGINE LEFT ENGINE EMOVED TO CRACKED TO	I FILTERS AND SERVICED WIE: 1:74/80 2:78/80 3: 78/80 4:75/80 0 6:74/80. COMPLIED WITH 30 D. INSTALLED NEW ELT BATTERY WITH 12 MONTH ELT INSPECTOR OF THIS TIME. COMPLIED INE; NO DEFECTS NOTED AT THIS NE EXHAUST VISUAL INSPECTOR I ITEM B RIGHT ENGINE EXHLED, ACCESS PANEL BE ODEFECTS NOTED, REINSTALLEI REPLACED/REIGHTENED DAM 1-01-16-FIGURE I; ITEM E "INSPECTOR OF THE TEMP OF TH	INSPECTED FILTERS, NO METAL	
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YEAR 20	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
	FOR LEF - AND INS	T ALTITUDE STALLED RE AK CHECKS:	FERENCING ALL CHECK	CATOR, REINSTALLED AUTOPILOT HEAD. FABRICATED NEW BRACKET TING VALVE BRACKIET USING 2024T3, 0.040 & 0.063, LOCATED, DRILLED AC43.13-IB, CHAPTER 4, SECTION 4. COMPLIED WITH GROUND RUN S SATISFACTORY AT THIS TIME.
	i CERTI INSPECT RETURN	FY THAT ION AND I I TO SERVIC	THIS AIRCR WAS DETERI TE FOR THE D	AFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL MINED TO BE IN AIRWORTHY CONDITION AND IS APPROVED FOR DISCREPANT ITEMS LISTED. DETAILS ARE ON FILE UNDER THE ABOVE
		1.14	EEK AVI	ATION SERVICES, INC FAA CERTIFICATED EPAIR STATION MV5R055N
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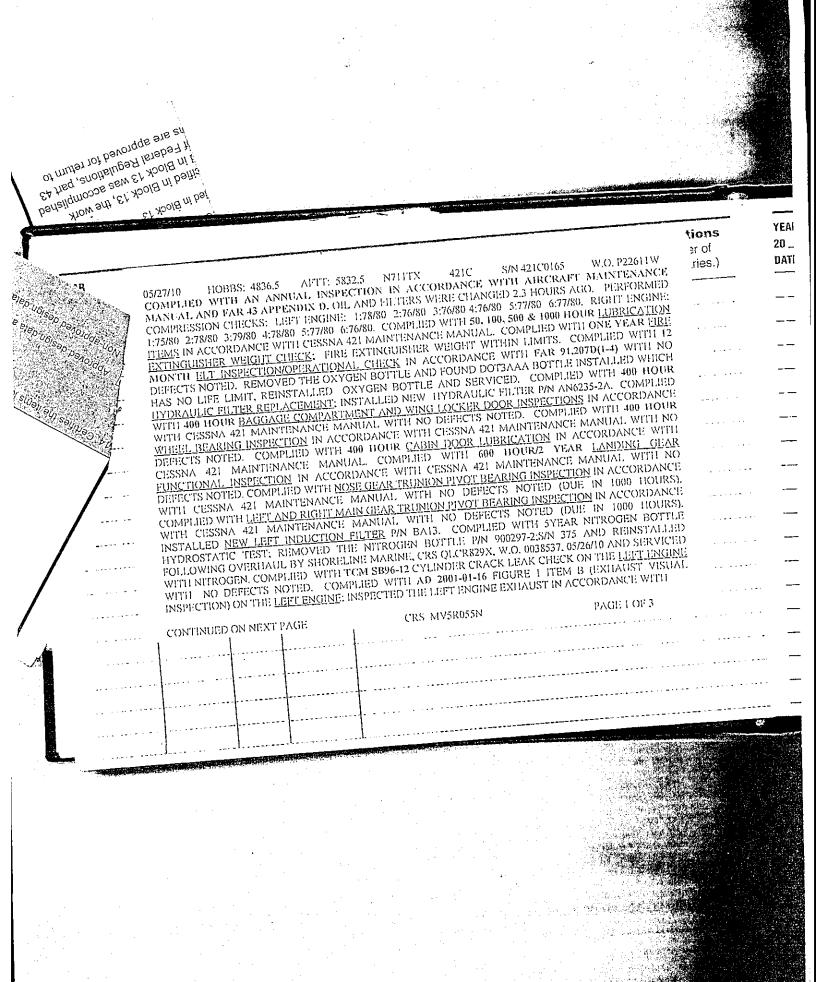
16 ITEM C. COMPLIED WITH AD 2001-01-16 FIGURE 1, ITEM SLIP JOINTS AND AFT AND PERFORM A PRESSURE TEST IN AC - RIGHT ENGINE. NO DEFECTS NOTED. ALL WORK DONE IN - RIGHT ENGINE. NO DEFECTS NOTED. ALL WORK DONE IN ACCORD INCHES. NO DEFECTS NOTED. ALL WORK DONE IN ACCORD INCHES. NO DEFECTS NOTED. ALL WORK DONE IN ACCORD INCHES. NO DEFECTS NOTED. ALL WORK DONE IN ACCORD INSPECTION; FOUND BACKLASH MEASURED 0.055, 0,045, 0. INSPECTION ON LEFT ENGINE COMPLIED WITH BOROSCOPE INSPECTION ON LEFT ENGINE COMPLIED WITH BOROSCOPE INSPECTION ON LEFT ENGINE THIS TIME. INSTALLED A 5/8 18 HELICOIL IN LEFT ENGINE THE LEFT ENGINE AND RE-INSTALLED AFTER REPAIR BY ORDER #98513, 03/19/09. CHECKED ENGINE RIGGING ON ORDER #98513, 03/19/09. CHECKED ENGINE RIGGING ON CHECKS SATISFACTORY AT THIS TIME. REMOVED RIGHT REINSTALLED FOLLOWING REPAIR (G & N AIRCRAFT, REINSTALLED FOLLOWING REPAIR (G & N AIRCRAFT, ACCORDANCE WITH TCM OVERHAUL MANUAL. INSTALL BOX GASKET P/N 1366-1 ON #2 CYLINDER, BOTH ROCKE ROCKER GASKET ON THE #6 CYLINDER IN ACCORDANCE REMOVED RIGHT ENGINE #1 CONNECTING ROD P/N 655910 REMOVED	
REMOVED RIGHT ENGINE #1 CONNECTING  REMOVED RIGHT ENGINE #1 CONNECTING NO. 65880, 03/19/09 IN ACC  RESEALED RIGHT WASTEGATE CONTROLLER USING NO. 65880, 03/19/09 IN ACC  REMOVED EDM760 P/N 760000-6C;S/N 03852 AND R. 10 P/N 160000-6C;S/N 03852 AND R. 10 P/N 16000-6C;S/N 03852 AND R. 10 P/N 1	PLIED WITH LEFT ENGINE AD 2007-05-15 SH MEASURED 0,040, 0.050, 0.040, 0.050 CE WITH 421C MAINTENANCE MANUAL 2007-05-15 STARTER ADAPTER 100 HOUR 5, 0.055, 0.055, NO DEFECTS NOTED. ALL MANUAL AND AD 2007-05-15 PART 2. N ACCORDANCE WITH SID 97-2 WITH NO PLIED WITH BOROSCOPE INSPECTION ON PLIED WITH BOROSCOPE INSPECTION ON ECTS NOTED. OIL SAMPLE DEFERRED AT SUMP. REMOVED EXHAUST RISERS ON AWLEY AVIATION, CRS NJ5R069N, WORK IST MAINTENANCE GROUND RUNS; ALL ENGINE #1 CYLINDER P/N 655910 AND RS MW2R020L, W.O. 56880, 03/19/09) IN D NEW RIGHT ENGINE EXHAUST ROCKER GASKETS ON #4 CYLINDER AND INTAKE CE WITH TCM MAINTENANCE MANUAL. ND REINSTALLED FOLLOWING REPAIR BY WO-RINGS P/N MS28778-6 & MS28778-7. ISTALLED FOLLOWING REPAIR BY J.P. LIC FITTINGS AT FORWARD PRESSURE ANCE MANUAL. COMPLIED WITH GEAR CHECKS GOOD AT THIS TIME. CO

Charles and the con-

	INSTALLED NEW NOSE WHEEL RACES P/N LM29710, PACKED NEW BEARINGS P/N LM29749 WITH GREASE INSTALLED NEW NOSE WHEEL RACES P/N LM29710, PACKED NEW BEARINGS P/N LM29749 WITH GREASE INSTALLED WHEEL ASSEMBLY AND SERVICED TIRE. RESEALED RIGHT BRAKE AND REINSTALLED AND REINSTALLED RIGHT BRAKE INSTALLED AND REINSTALLED RIGHT BRAKE INSTALLED RIGHT BRAKE BRAKE INSTALLED RIGHT BRAKE BRAKE RIGHT BRAKE	mber of entries.)
20	AND INSTANTAND NEW O-RINGS P/N MS287/5-132 AND REINSTALLED AND BLED. INSTANTAND OF REINSTALLED AND BLED. INSTANTAND OF REINSTALLED AND BLED. INSTANTAND OF REINSTALLED AND REINSTALLED AND NEW SHIM P/N 068-03100.	Cititody
DATE	BRAKE DISC WITH NEW P/N 164-06406, NEW BRAKE DISC P/N 164-06406, NEW LININGS P/N 066-06600 AND STRAIGHTENED BRAKE DISC WITH NEW P/N 164-06406, NEW LININGS P/N 066-06600 AND STRAIGHTENED	, <u></u> ,
	068-03100. SALVE TI AD WELL OUTBOARD PRANTED PLENDED DAMAGE AT TO BEEN AUT SLIMP	د ساستونيو ۽ جو سود يو پ
	TO WITHIN CHARLES MANUAL 15-40-37. TIGHTENED HYDRAULIC THE ADDITINE	20 mm m m m m m m m m m m m m m m m m m
# + * · *	VALVE 17N 75C PROCE CLEANED AND PREPARED AND PREPARED TO 1385. SECURED INSTALLED	as the second section in
	EDGE SEALARY. REMOVED LOOSE RIVET ON WITH CESSNA S.R.M. 15-00-3. REMOVED LOOSE RIVET ON WITH CESSNA RADIO RACK FRAME. REMOVED LOOSE RIVET ON WITH CESSNA RADIO RACK FRAME. REMOVED LOOSE RIVET OF CAMILOCK IN ACCORDANCE WITH CESSNA RADIO RACK FRAME. REMOVED LOOSE RIVET OF CAMILOCK IN ACCORDANCE WITH CESSNA RADIO RACK FRAME.	بعالم فقالما لما يوال
	REPLACED SHEARED RIVETS IN RIGHT NACELLE IN THE REPLACED SHEARED RIVETS IN RIGHT NACELLE IN RIGHT NOSE GEAR DOOR HINGE AND RESTAURTS IN REPLACED SHEARED RIVETS IN RIGHT NACELLE IN REPLACED SHEARED RIVETS IN RIGHT NACELLE IN REPLACED SHEARED RIVETS IN REPLACED SHEARED RIVETS IN REPLACED SHEARED RIVETS IN REPLACED SHEARED RIVETS IN RIGHT NACELLE IN REPLACED SHEARED RIVETS IN RIGHT NACELLE IN RIVETS IN REPLACED SHEARED RIVETS IN RIGHT NACELLE IN RIVETS IN REPLACED SHEARED RIVETS IN RIGHT NACELLE IN RIVETS IN	www.eleere.com
	MS20426AD4 ROOT TAIRING AND REPLACED USING A DEMOVED DAMAGED FASTERIES, TAIRING A DEMOVED DAMAGED PASTERIES, TAIRING A DEMOVED DAMAGED DEMOVED DAMAGED PASTERIES, TAIRING A DEMOVED DAMAGED DEMOVED DAMAGED DEMOVED DAMAGED DEMOVED DEMOVED DEMOVED DEMOVED DEMOVED DEMOVED DEMOVED DAMAGED DEMOVED D	
	IN ACCORDANCE FROM 032"2024-T3 (4INX4IN). TIPE 115ING \$2457 AND NAS1097AD4 10110 32 FOR	
<del></del>	DOUBLER ON MITH CESSNA 421 S.R.M. 15-40-99. INFO AUTOPH OT HEAD TO ACCESS COLONIA CT. WITH	
2 to 4 1 1 14	DOUBLER ON RIGHT CESSNA 421 S.R.M. 15-40-39. INSTALLED TO ACCESS COLUMN INTERMITE ACCORDANCE WITH CESSNA 421 S.R.M. 15-40-39. INSTALLED TO ACCESS COLUMN INTERMITE ACCORDANCE WITH THE LEFT MASTER GATE CONTROLLER. REMOVED AUTOPILOT HEAD TO ACCESS COLUMN INTERMITED TO ACCESS COLUMN IN	
, v er ers	CRS MV5R055N  CONTINUED ON NEXT PAGE	
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/EAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and A Entries must be endorsed with Name, Rating and Certificate Technician or Repair Facility. (See back pages for other spe	Number o
		<u>FX</u> C-421C D-520L TTA: 5	S/N:421C0165 S/N: 265093 703.6		
	AA48111 filte 2. Removed bad 3. Removed and 4. Removed and tubes P/N: TR 5. Complied with comes later.) Run up accompli	ers, cut open right engine replaced no replace both -25.  a AD 2000-0 shed with no	and inspected fits alternator installs tire with Good RH and LH mad 1-16 section (b) to leaks found and leaks found and	both engines seviced with 12qts Aeroshell 15W-50 and new Tempest liters with no debris found.  Iled Aerotech overhauled unit P/N: 649304, S/N: 008HA284.  dyear P/N: 606C66-8 and nose tire tube with Aero Class P/N: TR-20.  ain tires and tubes with (2) Goodyear tires P/N: 650C86-3 and (2) Aero Class by visual inspection (next due at hobbs; 4757,6 or by 8/1/2009 which ever d good ops check for right alternator charging system.  Cessna 421C maintenance manual, and all applicable FARs.	1
	1. 10.10010		Villiam Wood A		
		N711TX TCM	GTSIO-520	C S/N: 421C0165 -L	
	Hobbs: 4771.3		TT: 5767.3	TSOH: 0	
				aired by Ram and reinstalled.  nauled engine S/N: 272347-R	
				pump P/N: 714769. Tested heater and checked for fuel leaks with no discrepa	ncies noted.
	<ol><li>4. Flight tested</li></ol>	aircraft with	h good operation	of both engines and no discrepancies noted.	
	All work accor	nplished IAV	w AC43,13-1B/2	2B, Cessna 421C maint, manual, GTSIO-520 overhaul manual and all applica	able FARs.
				od A&P IA, 2769598	
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	h la flair		WHIIAM WOO		
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VEAD		
YEAR		ion
, 20	AD2001-01-16 FIGURE/ ITEM B WITH NO DEFECTS NOTED ( DUE IN 50 HOURS OR 30 DAYS WHICHEVER IS	er of
DATE	LATER). COMPLIED WITH TCM SB96-12 CYLINDER CRACK LEAK CHECK ON THE RIGHT ENGINE WITH	ries.
-	- NO DEFECTS NOTED. COMPLIED WITH AD 20010116 FIGURE FLITTEM B OF (EXHAUST VISUAL	
	INSPECTION) ON THE RIGHT ENGINE; INSPECTED THE RIGHT ENGINE EXHAUST IN ACCORDANCE WITH	
	<ul> <li>AD 2001-01-16 FIGURE/ ITEM B WITH NO DEFECTS NOTED, (DUE IN 50 HOURS OR 30 DAYS WHICHEVER IS LATER), INSTALLED NEW ADEL CLAMP P/N MS21919WH8 ON LEFT PROP DEICE CABLE. ADJUSTED LEFT</li> </ul>	•
	— PROPELLER DEICE CLAMP FOR CLEARANCE, ADJUSTED RIGHT PROP DEICE CLAMPS TO OBTAIN	
	CLEARANCE, ACCESSED FUEL SELECTOR GEAR BOXES, INSPECTED AND LUBRICATED, ADJUSTED	
	- LEFT SELECTOR CONTROL PRESSURE WASHED THE FLAP AND MAIN WHEEL WELLS AND NACELLES,	
	LUBRICATED FLAP HINGES AND LINKAGES AND NOSE GEAR. REPOSITIONED LEFT ENGINE DRAIN	
<u> </u>	MAST TO PREVENT CHAFING REMOVED LOOSE RIVET AND INSTALLED NEW MS20426AD5 RIVET IN	·
<b>F</b>	LEFT MAIN GEAR DOOR WING HINGE ACCORDANCE WITH AC43,13-1B, CHAPTER 4. SECTION 4.	
<b>.</b>	<ul> <li>INSTALLED NEW VACUUM SYSTEM FILTER P/N AM1035351A. INSTALLED NEW VACUUM REGULATOR</li> </ul>	
	FILERS P/N B3-5-1. INSTALLED NEW LEFT AND RIGHT MAIN FUEL TANK CAP O-RINGS P/N MS29513-338.	
<u></u>	- SECURED THE WIRE STAND OFFS IN RIGHT WING TIP. INSTALLED NEW ELEVATOR TRIM PUSH ROD	
	HARDWARE, FREE PLAY IS NOW WITHIN LIMITS. DRILLED HOLE, DIMPLED AND INSTALLED P/N	
	MS20436AD4 RIVET IN FLUX VALVE COVER IN ACCORDANCE WITH AC43.13-1B, CHAPTER 4, SECTION 4.	
<i>t</i> :	REMOVED THE RIGHT ELEVATOR, ROUTED OUT DAMAGE ON ELEVATOR TRAILING EDGE,	
	FABRICATED REPAIR DOUBLER FROM .025" 2024-T3 AND INSTALLED DOUBLER ON TRAILING EDGE	
	USING \$2906-4-1 BLIND FASTENERS AND PRIMED AND PAINTED REPAIR AREA TO MATCH IN ACCORDANCE WITH 421 S.R.M. 15-40 FIG 37, BALANCED ELEVATOR AND REINSTALLED IN	
	ACCORDANCE WITH 421 S.R.M. 13-40 FIG 57, BALANCED ELEVATOR AND REMARKAGED IN ACCORDANCE WITH THE CESSNA 421 MAINTENANCE MANUAL. CLEANED EVAPORATORS. ADJUSTED	
<b>6</b>	BOTH ALTERNATE AIR DOORS AND ADJUSTED THE CABLE ON THE RIGHT SIDE. INSTALLED NEW	
	NUTPLATE P/N NAS1474A08 USING NEW RIVETS P/N MS20426AD3 ON LOWER BELLY ACCESS PANEL AND	
<b>.</b>	The principal Led access panel in accordance with ac43.13-1B. Chapter 4, Section 4 and Cessna	
	421 MAINTENANCE MANUAL. INSTALLED NEW RIVNUT P/N NAS1329A08K75 IN LEFT SIDE TABLE.	
	CONTINUED ON NEXT PAGE CRS MV5R055N PAGE 2 OF 3	
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ons SEALED AIR CONDITIONING HOSE AND RIGHT ENGINE CONTROL THRU WING USING PR1440-B2 of SEALANT, INSTALLED NEW GA LIGHT BULB P/N CM6839.COMPLIED WITH GROUND RUN AND LEAK YEAR ies.) CHECKS, ALL CHECKS SATISFACTORY AT THIS TIME. 20 .. DATE I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL. INSPECTION AND IS NOT APPROVED FOR RETURN TO SERVICE. LIST OF DISCREPANCIES FORWARDED TO OPERATOR. DETAILS ARE ON FILE UNDER THE ABOVE REFERENCED WORK ORDER. EAGLE CREEK AVIATION SERVICES, INC. - FAA CERTIFICATED REPAIR STATION MV5R055N Logbook Entry N# 711TX Make Cessna 6/18/2010 Date Installed aft pressure bulkhead connector at FS 277.2 IAW DER drawing number 70G-257F018 rev IR. The aircraft and/or appliance identified above was repaired and/or inspected in accordance with current FAA regulations and is approved for return to service for the work performed. Pertinent details of this repair are on file at this Repair Station under Work Order 10-384S-111 Rowan N. Jones For Ron Collins Aviation Electronics LLC 2158 State Route 136W. Henderson, KY. 42420 Phone (270)827-1161 FAX (270)827-1164 CRS No. PG2R082L URL www.roncollinsaviation.com E-Mail rowan@rcae.info

	TIME	HT TIME.IN Service	Entries must b	oe endorsed with Nar	Tests, Repairs and Resting and Certification back pages for other	cate Number of
ATE	06/18/2010 N711 Hobb	TX C421C 5 s: 4837.5 AFTT:5	SN:412C0165	rispan radina, (OOD	baok pages for other	specific entries.)
		AC43,13-1B/2B, Cess spect to work perform	an check OK. List of sna 421C maintenance ned,		neywell PN A6532 replace freek Aviation completed at FAR's. I certify this aircr	
	2000	William Wood	A&P IA 2769598			
	WEKE FOUND 10	DE AIKWUKIHY	AND ARE APPRO	VED FOR RETURN TO	OMPONENTS AND SYSTEMS VERVICE, SYSTEMS VERVICE, SYSTEMS VERVICE, AND AC 43.6	UED 0
		MFG	MODEL ·	P/N	SERIAL#	1
· ·	ALTIMETER #1	ARC	EA-801A	43300-61288	2783	†
	ALTIMETER #2	United Inst.		5934-PA-1D	9A326	
	ALTIMETER #3	<u></u>				1 <u></u>
100	TRANSPONDER #1	Garmin	GTX 327	011-00490-00	83720251	1
· ·	TRANSPONDER #2 ENCODER #1	Garmin	GTX 327	011-00490-00	83720247	ļ , <del></del>
	ENCODER#1 ENCODER#2	ARC	EA-801A	43300-61288	2783	]
	THACODER #2					]
	SIGNED ON	K ORDER.  W GLUST  EEK AVIAT	FOR TON SERVICE	CES, INC FAA	ENCY UNDER THE AI	<u></u>
	<del></del>	' REP.	AIR STATIO	N MV5R055N	· · · · · · · · · · · · · · · · · · ·	

EAR 0	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alte</b> Entries must be endorsed with Name, Rating and Certificate Nu Technician or Repair Facility. (See back pages for other specific	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
ATE 		•	N711	1TX Cessna 421C S/N: 421C0165	
. are then t	TCM		GTS	SIO-520-L	·
1. I year	r Flight Custom II ated tires to manu	offacturer reconnew Rapco R rakes operationed IAW AC4	assic tubes and 952233 on bot mmended psi a A66-66 brake		se
SI R C R	nop Order #: SH Iscrepancy: 2 IGHT HAND CC orrective Action EMOVED THE 111605-4, SERI	I-11-U176 OCKPIT SID : 2 OLD RIGHT AL NUMBE	E WINDOW ( SIDE COCK R 1-22-10, FF	KPIT WINDOW. INSTALLED REPAIRED WINDOW PART NUMBER ROM PERKINS AIRCRAFT SERVICES, INC. ON THEIR WORK	
O	RDER NUMBE: he aircraft, airfraccordance with pproved for retu	ame, aircraf the current l	t engine, propregulations of e. Pertinent d	peller or appliance identified above was repaired and inspected in fithe Federal Aviation Administration and was found airworthy and is details of the repair are on file at this repair station.  Dated:  Dated:  Evansville, Indiana 47725 812-426-1221	

		<u> </u>	Total Time:	Alterations  a Number of acific entries.)
Date: 10/31/2011; / Shop Order #: A-1	Aircraft: N711TX; I-0153	Type: 421C; S/N	l: 421C0165; Hobbs: 4984.1; Tach:; Total Time:	
Discrepancy. 2 INSTALL AND TE Corrective Action: RE-INSTALLED C AVIONICS, SYST The aircraft, airfra accordance with Capproved for retu	ST #2 GNS430. 2 SARMIN GNS430	tions of the Fede	-10, S.N. 97126625 PREVIOUSLY REMOVED BY WESTAR ATISFACTORY. ppliance identified above was repaired and inspected in peral Aviation Administration and was found airworthy and is the repair are on file at this repair station.  Dated:  Dated:  Evansville, Indiana 47725  812-426-1221	
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(Sec.)				
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EAR O DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterat Entries must be endorsed with Name, Rating and Certificate Number Technician or Repair Facility. (See back pages for other specific entries)	,, 0,
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				1004 4. Taku Tatal Timo: 5080 1	
	Date: 11/14 Shop Order	/2011; Airo	raft: N711TX; 7 0017	Type: 421C; S/N: 421C0165; Hobbs: 4984.1; Tach:; Total Time: 5980.1	
	Discrepanc EVALUATE	y: 2 EDAMAGE	/ REPAIR EST	TIMATE.	
	Corrective	Action: 2	ET EOU OWIN	IG RIGHT GEAR UP LANDING. MADE UP AIRCRAFT REPAIR	• "
<del>.</del>	ESTIMATE	. ALL FINI	JINGS AKE LI	STED ON THIS WORK ORDER.	- •
	Discrepand PERFORM	NDT TES	TING OF AIRC	RAFT RIGHT WING SPAR AND ALL ATTACH FITTINGS.	
	NDT TEST	NG PERF HEY PERF	ORMED BY SE	STESTING LLC. ON THEIR WORK ORDER NUMBER 3011, DATED TESTING PER SID CESSNA 421C PAGE 1 MARCH 3, 2003 SEC IV	•
	GENERAL	EDDY CUI	RRENT INSPE	CHON. SORPAGE SOAN SECTION PETRACT CYLINDER MOUNTS.	
	RETRACT WING.	CYLINDE	R UP LOCK M	EL WELL FORWARD BOX SECTION, METROLT OF TENTED ON RIGHT OUNTS. NO CRACKS NOTED, ALL WORK ACCOMPLISHED ON RIGHT	**
. = =	Discrepan REPAIR D	cy: 4 AMAGE TO	THE RIGHT	LOWER FUSELAGE SKIN AND FORMERS FROM THE RIGHT M/L/G UP	
	LANDING				
	Corrective REMOVE	Action: 4 D DAMAGE	ED SKIN, DRAI	INS AND FORMERS FROM THE RIGHT LOWER FUSELAGE. INSTALLED 11115-13. AND INSTALLED NEW FUSELAGE SKIN SECTION PART 11115-13. AND INSTALLED NEW FUSELAGE SKIN SECTION PART	
	NUMBER	5111303-6	2 WITH PRES	SURIZATION SEALANT, TO THE MODELN ASSEMBLY PART NUMBER	
	BE1VVEE 5119541-	TO BOTT	OM OF FUSE	LAGE. WORK FERI OTHER	•
			Conti	nuxal on next page (IT)	

	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Altera Entries must be endorsed with Name, Rating and Certificate Numb Technician or Repair Facility. (See back pages for other specific er	
					_ <del>,</del>
			<u></u>	The second secon	
**************************************	43.13-‡B. Discrepancy: RIGHT WING	5 BONDED	PANEL REPA	IR. DAMAGED DUE TO LANDING WITH RIGHT M/L/G IN UP	
	NACELLE. !! STATIONS 1	NSTALLEL 06.79, ANI	GED BONDED NEW BONDE 163,29, WO	PANEL FROM RIGHT WING JUST OUTBOARD OF ENGINE OWING SKIN PANEL PART NUMBER 5122053-130, BETWEEN WING RK PERFORMED I/A/W CESSNA 421C AMM 15-10, AND AC 43.13-	
	Discrepancy:	:6 ⊇:TIP DAM	AGED IN GEA	R UP LANDING.	
liz.	Corractive A	ction: 6		A DEBIAL NUMBER 1000 SHIPPED TO KAW FOR	<u>-</u>
	- DEDAID IN	STALLED I	RIGHT AAMAG	ART NUMBER 1094-2, SERIAL NUMBER 1090 FOLLOWING TIP PART NUMBER 1094-2, SERIAL NUMBER 1090 FOLLOWING EIR WORK ORDER NUMBER 5626, DATED MAY 11,2011. WING LET VING LETS STC NUMBER SA5811SW, AND CHECKLIST NUMBER	:
	· 1090-2				
<del></del>	Discrepancy	: 7 ARD AND	OUTBOARD F	LAPS DAMAGED FROM RIGHT MILIG UP LANDING.	
8 3.	Corrective A	ction:7	GED INBOAR	RD AND OUTBOARD RIGHT WING FLAPS. INSTALLED REPAIRED	_
: ·	RIGHT OUT	BOARD FI	568, DATED F	EB. 28, 2011 WITH NEW HINGE PIN PART NUMBER 0820027-1.	
	INSTALLEL	) KERMIKE	D KIGHT MICK	EB. 28, 2011 WITH NEW HINGE PIN PART NUMBER 002002.  DARD FLAP PART NUMBER 0825000-96, FROM WILLIAMS AIRMOTIVE  R 013569, DATED FEB. 28, 2011. WITH NEW HINGE PIN PART  ORMED I/A/W CESSNA 421C AMM 5-40.	
	MOMPLIA				
			Cunti	need on next page. (I)	
	1	1			
100					

Discrepancy: 8 OUTBOARD RIGHT FLAP HINGE BROKEN. FROM RIGHT MIL/G UP LANDING. Corrective Action: 8 REMOVED BROKEN OUTBOARD RIGHT WING FLAP HINGE HALF FROM WING. INSTALLED NEW RIGHT REMOVED BROKEN OUTBOARD RIGHT WING FLAP HINGE HALF FROM WING. INSTALLED NEW RIGHT WING OUTBOARD FLAP HINGE HALF PART NUMBER 0822275-184 WING OUTBOARD FLAP HINGE HALF PART NUMBER 0822275-184  Discrepancy: 9 ALL FLAP CONTROL CABLES REPLACE, BOTH FLAP PUSH PULL RODS REPLACE, AND FLAP MOTOR ALL FLAP CONTROL CABLES REPLACE, BOTH FLAP PUSH PULL RODS REPLACE, AND FLAP MOTOR OPERATION TROUBLESHOOTING FROM RIGHT WIL/G UP LANDING. OPERATION TROUBLESHOOTING FROM RIGHT WIL/G UP LANDING. OUTBOARD AND INBOARD FLAPS PUSH/PULL RODS GOING FROM BELL CRANKS TO FLAPS. OUTBOARD AND INBOARD FLAPS PUSH/PULL RODS GOING FROM BELL CRANKS TO FLAPS. INSPECTED THE REST OF THE RIGHT AND LEFT SIDE FLAPS PUSH/PULL RODS, AND BELL CRANKS, INSPECTED THE REST OF THE RIGHT AND LEFT SIDE FLAPS PUSH/PULL RODS. NUMBER 5000008-159, INSTALLED NEW LEFT UPPER EXTEND FLAP CABLE PART NUMBER 5000008- NUMBER 5000008-159, INSTALLED NEW LEFT UPPER EXTEND FLAP CABLE PART NUMBER 5000008- SOR, NEW RIGHT LOWER RETURN FLAP CABLE PART NUMBER 5000008-61CR, RIGHT UPPER 63CR, NEW RIGHT LOWER RETURN FLAP CABLE PART NUMBER 5000008-61CR, RIGHT WERE REPORTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBER 5000008-61CR, THREE, NEW RIGHT WIL/G UP LANDING.  OBSCREPANCY 10  FROM BELL CRANK TO FLAPS PART NUMBER 5000008-61CR, THERE NUMBER 5000008-61CR, THERE NUMBER 5000008-61C	UC: UI	ns, Tests, Repairs and Altera Name, Rating and Certificate Numb ee back pages for other specific en	TOTAL TIME IN SERVICE	TODAY'S FLIGHT	RECORDING TACH TIME	YEAR 20 Date
Corrective Action: 8 REMOVED BROKEN OUTBOARD RIGHT WING FLAP HINGE HALF FROM WING. INSTALLED MAY WING OUTBOARD FLAP HINGE HALF PART NUMBER 0822275-184 WING OUTBOARD FLAP HINGE HALF PART NUMBER 0822275-184 WING OUTBOARD FLAP HINGE HALF PART NUMBER 0822275-184 WING OUTBOARD FLAP HINGE HALF PART NUMBER DUSH PULL RODS REPLACE, AND FLAP MOTOR ALL FLAP CONTROL CABLES FROM LEFT AND RIGHT SIDES. REMOVED ALL RIGHT CORRECTION OPERATION TROUBLESHOOTING FROM RIGHT WIL/G UP LANDING.  OPERATION TROUBLESHOOTING FROM RIGHT MID. REMOVED ALL OLD FLAP CONTROL CABLES FROM LEFT AND RIGHT SIDES. REMOVED ALL RIGHT REMOVED ALL OLD FLAP PUSH/PULL RODS GOING FROM BELL CRANKS TO FLAPS. OUTBOARD AND INBOARD FLAPS PUSH/PULL RODS, AND BELL CRANKS, INSPECTED THE RIST OF THE RIGHT AND LEFT SIDE FLAPS PUSH/PULL RODS, AND BELL CRANK TO HAP CABLE DART NUMBER 5000008-61CR, RIGHT UPPER 63CR, NEW RIGHT LOWER RETURN FLAP CABLE PART NUMBER 5000008-61CR, RIGHT WIPPER 63CR, NEW RIGHT LOWER RETURN FLAP CABLE PART NUMBER 5000008-61CR, RIGHT SIDE PUSH/PULL RODS EXTEND FLAP CABLE PART NUMBER 5000008-61CR, RIGHT SIDE PUSH/PULL RODS EXTEND FLAP CABLE PART NUMBER 5000008-61CR, RIGHT SIDE PUSH/PULL RODS EXTEND FLAP CABLE PART NUMBER 5000008-61CR, RIGHT SIDE PUSH/PULL RODS EXTEND FLAP CABLE PART NUMBER 5000008-61CR, RIGHT SIDE PUSH/PULL RODS EXTEND FLAP CABLE PART NUMBER 5000008-61CR, RIGHT SIDE PUSH/PULL RODS EXTEND FLAP CABLE PART NUMBER 5000008-61CR, RIGHT MIL/G UP LANDING. SYSTEM MOTOR AND LIMIT SWITCHS NO DEFECTS NOTED. RE-RIGGED THE FLAP CONTROL SYSTEM MOTOR AND LIMIT SWITCHS NO DEFECTS NOTED. RE-RIGGED THE FLAP CONTROL SYSTEM MOTOR AND LIMIT SWITCHS NO DEFECTS NOTED. RE-RIGGED THE FLAP CONTROL SYSTEM. WORK PERFORMED I/AWW CESSNA 421C AMM 5-40.  Discrepancy: 10 RIGHT MIL/G UP/DOWN HYDRAULIC CYLINDER REPAIR. FOLLOWING RIGHT MIL/G UP LANDING. Discrepancy: 11 RIGHT MIL/G UP LOCK ASSEMBLY AND HYDRAULIC ACTUATOR REPAIR, FOLLOWING RIGHT MIL/G UP		DING.	O HINGE BR	8	Discrepancy:	
Discrepancy: 9 ALL FLAP CONTROL CABLES REPLACE, BOTH FLAP PUSH PULL RODS REPLACE, AND FLAP MOTOR ALL FLAP CONTROL CABLES REPLACE, BOTH FLAP PUSH PULL RODS REPLACE, AND FLAP MOTOR OPERATION TROUBLESHOOTING FROM RIGHT M/L/G UP LANDING. OPERATION TROUBLESHOOTING FROM RIGHT M/L/G UP LANDING. Corrective Action: 9 REMOVED ALL OLD FLAP CONTROL CABLES FROM LEFT AND RIGHT SIDES. REMOVED ALL RIGHT COTTED AND INBOARD FLAPS PUSH/PULL RODS GOING FROM BELL CRANKS TO FLAPS. OUTBOARD AND INBOARD FLAPS PUSH/PULL RODS PUSH/PULL RODS, AND BELL CRANKS, INSPECTED THE REST OF THE RIGHT AND LEFT SIDE FLAPS PUSH/PULL RODS, AND BELL CRANKS, INSTALLED NEW LEFT LOWER RETURN FLAP CABLE PART NUMBER 5000008-61CR, RIGHT UPPER 63CR, NEW RIGHT LOWER RETURN FLAP CABLE PART NUMBER 5000008-61CR, RIGHT UPPER 63CR, NEW RIGHT LOWER RETURN FLAP CABLE PART NUMBER 5000008-61CR, RIGHT UPPER 63CR, NEW RIGHT SIDE PUSH/PULL RODS EXTEND FLAP CABLE PART NUMBER 5000008-62CR, THREE, NEW RIGHT SIDE PUSH/PULL RODS EXTEND FLAP CABLE PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS FROM BELL CRANK TO FL		M WING. INSTALLED NEW THOMAS	UTBOARD RIC	ction: 8 BROKEN O	Corrective Ac REMOVED 5	
OPERATION TROUBLESHOOTMONTO Corrective Action: 9 REMOVED ALL, OLD FLAP CONTROL, CABLES FROM LEFT AND RIGHT SIDES. REMOVED ALL RIGHT REMOVED ALL, OLD FLAP CONTROL, CABLES FROM LEFT AND RIGHT SIDES. REMOVED ALL RIGHT REMOVED ALL, OLD FLAP CONTROL, CABLES FROM BELL, CRANKS TO FLAPS. OUTBOARD AND INBOARD FLAPS PUSH/PULL RODS, AND BELL CRANKS, INSPECTED THE REST OF THE RIGHT AND LEFT SIDE FLAPS PUSH/PULL RODS, AND BELL CRANKS, INSPECTED THE REST OF THE RIGHT AND LEFT LOWER RETURN FLAP CABLE PART NO DEFECTS NOTED AT THIS TIME. INSTALLED NEW LEFT LOWER RETURN FLAP CABLE PART NUMBER 5000008-61CR, RIGHT UPPER 63CR, NEW RIGHT LOWER RETURN FLAP CABLE PART NUMBER 5000008-61CR, RIGHT UPPER 63CR, NEW RIGHT LOWER RETURN FLAP CABLE PART NUMBER 5000008-62CR, THREE, NEW RIGHT SIDE PUSH/PULL, RODS EXTEND FLAP CABLE PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART INDEX PART NUMBER 5000008-62CR, THREE, NEW RIGHT MILBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAPS FROM BELL CRANK TO FLAPS, PART INDEX PART NUMBERS 0862100-50, 0862100-51, 0862100-52. INSPECTED FLAPS FROM BELL CRANK TO FLAPS, PART INDEX PART NUMBERS 1000008-10-10-10-10-10-10-10-10-10-10-10-10-10-	.—. <del></del>	S REPLACE, AND FLAP MOTOR	P HINGE I'VE	: 9	WING OUTE	
OUTBOARD AND INSOARD THE RIGHT AND LEFT SIDE FLAPS PUSH/PULL RODS, AND DISCRED THE REST OF THE RIGHT AND LEFT SIDE FLAPS PUSH/PULL RODS, AND DISCREDARY NO DEFECTS NOTED AT THIS TIME. INSTALLED NEW LEFT LOWER RETURN FLAP CABLE PART NUMBER 5000008-61CR, RIGHT UPPER 63CR, NEW RIGHT LOWER RETURN FLAP CABLE PART NUMBER 5000008-61CR, RIGHT UPPER 63CR, NEW RIGHT LOWER RETURN FLAP CABLE PART NUMBER 5000008-61CR, RIGHT UPPER 63CR, NEW RIGHT LOWER RETURN FLAP CABLE PART NUMBER 5000008-61CR, RIGHT WILL RODS EXTEND FLAP CABLE PART NUMBER 5000008-61CR,		SIDES. REMOVED ALL RIGHT ELL CRANKS TO FLAPS.	LAP CONTRO	ction: 9	OPERATION Corrective A REMOVED	
63CR, NEW RIGHT LOWERT NUMBER 5000008-62CR, THREE, NEW RIGHT SIDE FORM EXTEND FLAP CABLE PART NUMBERS 5000008-62CR, THREE, NEW RIGHT SIDE FORM EXTEND FLAP CABLE PART NUMBERS 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS, PART NUMBERS 0862100-51, 0862100-52. INSPECTED FLAP FROM BELL CRANK TO FLAPS FROM BELL CRANK TO FLAPS SYSTEM MOTOR AND LIMIT SWITCHS NO DEFECTS NOTED. RE-RIGGED THE FLAP CONTROL.  SYSTEM WORK PERFORMED I/AW CESSNA 421C AMM 5-40.	.—	CABLE PART NUMBER 5000008-	AT THIS TIME	TS NOTED	NO DEFEC	
SYSTEM MOTOR AND LIMIT OF SYSTEM. WORK PERFORMED I/A/W CESSNA 421C AMM 5-40.  SYSTEM. WORK PERFORMED I/A/W CESSNA 421C AMM 5-40.  Discrepancy: 10  RIGHT M/L/G UP/DOWN HYDRAULIC CYLINDER REPAIR. FOLLOWING RIGHT M/L/G UP LANDING.  Corrective Action: 10  FOR CORRECTIVE ACTION SEE WORK ORDER SH-11-0081, ITEM 118.  POR CORRECTIVE ACTION SEE WORK ORDER SH-11-0081, ITEM 118.  Discrepancy: 11  RIGHT M/L/G UP LOCK ASSEMBLY AND HYDRAULIC ACTUATOR REPAIR, FOLLOWING RIGHT M/L/G UP		GHI SIDE FOSTIII OLUTTURE FLAP	OVER MEINE	VRIGHTE	63CR, NEV	
Corrective Action: 10 FOR CORRECTIVE ACTION SEE WORK ORDER SH-11-0081, ITEM 118.  Discrepancy: 11 RIGHT M/L/G UP LOCK ASSEMBLY AND HYDRAULIC ACTUATOR REPAIR, FOLLOWING RIGHT M/L/G UP			DECOMED I/A	MOTOR AN	SYSTEM N	
Discrepancy: 11 RIGHT M/L/G UP LOCK ASSEMBLY AND HYDRAULIC ACTUATOR REPAIR, FULLOWING MOTH MALE	-	8.	OTION SEE V	Action: 10	Corrective	
		PAIR, FOLLOWING RIGHT M/L/G UP	CK ASSEMBL	RECTIVE <i>F</i> cy: 11 L/G UP LO	FOR COR Discrepan	
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RECORDING TODAY'S YEAR TOTAL **Description of Inspections, Tests, Repairs and Alterations** TACH FLIGHT TIME IN Entries must be endorsed with Name, Rating and Certificate Number of TIME SERVICE Technician or Repair Facility. (See back pages for other specific entries.) DATE LANDING. Corrective Action: 11 REMOVED THE RIGHT MILIG UP LOCK HYDRAULIC ACTUATOR PART NUMBER 5727110-9. INSTALLED OVERHAULED RIGHT M/L/G UP LOCK HYDRAULIC ACTUATOR PART NUMBER 5727110-9, SERIAL NUMBER S11977, FROM THE AVIATION GROUP ON THEIR WORK ORDER NUMBER 36039, DATED MARCH 29, 2011. OPERATIONAL AND LEAK CHECK GOOD AT THIS TIME. WORK PERFORMED I/A/W CESSNA 421C AMM 4-33, 4-30. Discrepancy: 12 RIGHT AILERON DAMAGED DURRING GEAR UP LANDING. Corrective Action: 12 REMOVED DAMAGED RIGHT AILERON PART NUMBER 5124000-98. INSTALLED REPAIRED RIGHT AILERON PART NUMBER 5124000-98, SERIAL NUMBER 2057 FROM AIR IMPRESSIONS, INC. ON THEIR WORK ORDER NUMBER 3051, DATED 2/28/11. AILERON TRAVELS AND RIGGING CHECK GOOD AT THIS TIME. WORK PERFORMED I/A/W CESSNA 421C AMM 1-90, 5-10. Discrepancy: 13 RIGHT ELEVATOR TIP DAMAGE REPAIR. Corrective Action; 13 REMOVED RIGHT ELEVATOR TIP. SANDED AND RE-PAINTED THE RIGHT ELEVATOR TIP AS NEEDED. RE-INSTALLED ONTO RIGHT HAND ELEVATOR AND BALANCED FLIGHT CONTROL. Discrepancy: 14 REMOVE RIGHT WING DE-ICE BOOT TO REMOVE AND INSTALL WING TIP. INSTALL RIGHT WING DE-ICE BOOT. Corrective Action: 14 REMOVED RIGHT WING DE-ICE BOOT. INSTALLED NEW RIGHT WING DE-ICE BOOT PART NUMBER SMR5070-38, SERIAL NUMBER 1104, FROM B/E AEROSPACE INC. ON THEIR WORK ORDER NUMBER Continued on next page

EAR 0	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Altera Entries must be endorsed with Name, Rating and Certificate Numb Technician or Repair Facility. (See back pages for other specific en	el Oi
ATE	66492 DAT	FD MAY 2	4, 2011. OPER	ATIONAL CHECK GOOD AT THIS TIME. WORK PERFORMED I/A/W	_
	Discrepand	21C AMM 1 y: 15 BERGLASS	s outboard A	AFT NACELLE FAIRING DAMAGED FROM RIGHT M/L/G UP LANDING.	-
	INICTALLE	O THE FAIL	RING ONTO IT	ACELLE FAIRING WITH FIBERGLASS CLOTH AND RESIN, AND RE- IE AIRPLANE. WORK PERFORMED I/A/W CESSNA 421C AMM 15-40.	
	Discrepand REMOVE	cy: 16 RH WING F Action: 16	UEL ACCESS	PANELS FOR INSPECTION FOLLOWING RIGHT M/L/G UP LANDING.	-
	- REMOVED	ALL RIGH	IT WING FUEL VED THE OLD I	ACCESS PANELS. CLEANED PANELS AND WING MATING FUEL PANEL SEALS. INSTALLED NEW SEALS ONTO ALL REMOVED L FUEL PANELS ONTO THE RIGHT WING I/A/W CESSNA 421C 9-00.	
	Discrepan	cy: 17	III PIPE IS DAN	MAGED.	
<del> </del>	1 A T' N   1	KIDED KUU	201300-02.300	UST TAIL PIPE. INSTALLED NEW RIGHT SIDE EXHAUST TAIL PIPE IAL NUMBER 203388, FROM KNISLEY EXHAUST SYSTEMS. WORK	
	PERFOR Discrepar	MED I/A/W ncy: 18 FT REOUIR	FS EXTENSIVE	E PAINT WORK.	
	Corrective RE-PAIN	e Action: 18 TED AREA	S, AND REPLA	CEMENT PANELS AND PARTS THAT WERE DAMAGED DURING THE	
	ACCIDEI Discrepa	ncy: 19	C. 1-0.00	d on next page (50)	
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EAR D ATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Altera Entries must be endorsed with Name, Rating and Certificate Numb Technician or Repair Facility. (See back pages for other specific en	ner of
	Corrective A BALANCED CESSNA 42 Discrepancy LANDING G VALVE IS S Corrective A REMOVED NOTED AT AMM 2-60, 4 Discrepancy ANTENNA V Corrective A REMOVED B BACK ONTO Discrepancy REMOVE TI LANDING, Corrective A REMOVED	ction: 19 THE RIGH THE RIGH 1C AMM 1- : 20 EAR NITRO HUT. ction: 20 THE NITRO EPAIR TO A RT NUMBE SUPPORT ( THIS TIME. 1-60. : 21 VAS DAMA ction: 21 JN-USED A D BELLY. : 400 THE RIGHT E ction: 400 THE RIGHT	90.  GEN STORAGE  AMERON GLG  R 9910154-2,  DN THEIR WO  SERVICED I  GED ON BOT  INTENNA FROM  ENGINE FOR	ANCING,  AS NEEDED, NO DEFECTS NOTED. WORK PERFORMED I/A/W  DOWN BOTTLE VALVE ALLOWS NITROGEN TO GO TO GEAR WHEN  GE BOTTLE PART NUMBER 9910154-2, SERIAL NUMBER 375 SENT DBAL PRODUCT SUPPORT. INSTALLED REPAIRED NITROGEN SERIAL NUMBER 375, CYLINDER 1101T. FROM AMERON GLOBAL DRK ORDER NUMBER P11-0678, DATED 10/19/11. NO DEFECTS BOTTLE WITH NITROGEN. WORK PERFORMED I/A/W CESSNA 421C  TOM OF FUSELAGE.  OM BELLY. STRAIGHTENED ANTENNA OUT AND RE-INSTALLED  SUDDEN STOPPAGE INSPECTION AFTER RIGHT MAIN GEAR UP  DEL NUMBER GTSIO-520-L, SERIAL NUMBER 272347-R, AND SENT PAGE INSPECTION ON 2/28/11. ACTT=5980.1, ENGTSOH=212.7. RE-	
		Cont	inural c	on next page. (38)	-

YEAR 20	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
	FOLLOWING S — DATED 3/21/1 IDLE MIXTURI	SUDDEN S	STOPPAGE IN	DEL NUMBER GTSIO-520-L, SERIAL NUMBER 272347-R, SPECTION AT RAM AIRCRAFT, ON THEIR PROJECT NUMBER 5621, CK AND LEAK CHECK GOOD AT THIS TIME. RIGGED ENGINE IDLE, SSURE AS NEEDED. WORK PERFORMED I/A/W CESSNA 421C AMM
	Corrective Acti	ELLER DAI tion; 600		M RIGHT M/L/G UP LANDING.  ED MCCAULEY PROPELLER P/N 3FF32C501/G90UMB-0, S/N 822757
	AND RED TAC S/N 806280 PI PROPELLER DATED 2/05/2 147031 DATE	GGED, INS PER THE CE WAS OVE 2010, NEW ED 5/13/201	STALLED AN O ESSNA 421C N ERHAULED BY I DE-ICE BOOT 11 AND THE BI	DVERHAULED MCCAULEY PROPELLER P/N 3FF32C501/G90UMB-0, DVERHAULED MCCAULEY PROPELLER P/N 3FF32C501/G90UMB-0, M/M CHAP. 08-00 PAGE 6 AND OPS CHECKED GOOD. THIS MID FLORIDA AIRCRAFT PROPELLER, INC. ON THERE W/O 3501A TS INSTALLED BY AIRCRAFT SPECIALISTS, INC ON THERE W/O LIADES PAINTED BY AIRCRAFT SPECIALISTS, INC ON THERE W/O
	— 147078 DATE The aircraft, a	ED 5/20/201 airframe, air	11. rcraft engine, pi	oropeller or appliance identified above was repaired and inspected in so of the Federal Aviation Administration and was found airworthy and is at details of the repair are on file at this repair station.
	Signed:	o, inc. CHS	SAHTR102C	Dated: 1911 September
	CLC POLY			
	Pigli Review			
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es, et action				

EAR ) Ate	RECORDING TACH TIME	TODAY'S Flight	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and A Entries must be endorsed with Name, Rating and Certificate Technician or Repair Facility. (See back pages for other spe	Number of
Da Sh Dis Sh Coo Co Dis Coo Co Dis Co Co Co Dis Co	te: 11/14/2011; Ai op Order #: SH-11 op Order #: SH-11 ocrepancy: 2 INUAL INSPECTION FOR THE PROPERTY OF THE P	I-0081 ON DUE OI HE ANNUA DUE. HE A.D. RE S DUE PER HE ELT INS YDRAULIC FT M/L/G H ACTUATO: //BER 5727 381, DATE	TX; Type: 42 N THIS CESS L INSPECTION SEARCH FOR SPECTION P ACTUATOR YDRAULIC A R PART NUM 005-11. ACT D 4/1/2009.	Technician of Hepair Facility. (See back pages for other specific; S/N: 421C0165; Hobbs: 4948.1; Tach;; Total Time; 5980.1  SNA 421C.  DN ON THIS CESSNA 421C.  DR THIS AIRCRAFT UP THE DATE OF THIS ANNUAL	cific entries.
	MM 4-31, 4-30. screpancy: 6	Conti	nued	on next page (IB)	

are approved for

YEAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs a</b> Entries must be endorsed with Name, Rating and Certii Technician or Repair Facility. (See back pages for other	ficate Number of
	THE LEFT M/L/G Corrective ACtion:		łook actu	ATOR NEEDS OVERHAULED.	

REMOVED THE LEFT M/L/G UP LOCK HYDRAULIC ACTUATOR PART NUMBER 5727110-9. INSTALLED OVERHAULED LEFT M/L/G UP LOCK HOOK HYDRAULIC ACTUATOR PART NUMBER 5727110-9, SERIAL NUMBER CE378, FROM THE AVIATION GROUP ON THEIR WORK ORDER NUMBER 36038, DATED MARCH 29, 2011. OPERATIONAL AND LEAK CHECK GOOD AT THIS TIME. WORK PERFORMED I/A/W CESSNA 421C AMM 4-33, 4-30.

Discrepancy: 7

FOUND CORROSION UNDER RIGHT WING DE-ICE BOOT

Corrective Action: 7

REMOVED THE CORROSION FROM THE RIGHT WING LEADING EDGE, AND ALODINED AS NEEDED.

WORK PERFORMED I/A/W CESSNA 421C AMM 15-50.

Discrepancy: 8

RIGHT AILERON OUTBOARD HINGE BEARING WORN.

Corrective Action: 8

REMOVED THE OLD RIGHT OUTBOARD AILERON BEARING. INSTALLED NEW RIGHT AILERON

BEARING PART NUMBER ASR4-402. WORK PERFORMED I/A/W CESSNA 421C AMM 5-10.

Discrepancy: 9

COMPLY WITH CESSNA MEB 77-34 TRIM CONTROL SYSTEM INSPECTION.

Corrective Action: 9

COMPLIED WITH CESSNA MEB77-34, TRIM CONTROL SYSTEM INSPECTION. NO DEFECTS NOTED AT

THIS TIME.

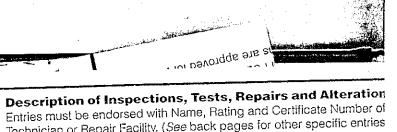
Discrepancy: 10

S.B. ME75-4 BATTERY & BATTERY BOX MAINTENANCE DUE.

Corrective Action: 10



AR	RECORDING TACH	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterementers must be endorsed with Name, Rating and Certificate Num Technician or Repair Facility. (See back pages for other specific expectations)	iber of
ATE	TIME		JENVIUE	toothiolati of riopali casing, (200	
			. MED 75 4 P	SATTERY AND BOX MAINTENANCE, NO DEFECTS NOTED AT THIS	
	COMPLIED WITTIME. NEXT D	TH CESSN	A MEB /5-4, D OURS.	MITCH COLD	
	Discrepancy 1	1		2/15/00 (BOTH LEFT AND RIGHT ENGINE EXHAUST SYSTEM E FIGURE 1 PARA. B,C,D,&E) DUE.	
£.	AD 00-01-16 Al	MEND, 39-1	I 1514 DATEU I IANCE TABL	E FIGURE 1 PARA. B,C,D,&E) DUE.	•
	INSPECTION F Corrective Active	on: 11		OMENT 39-11514 DATED 2/15/00 ON BOTH LEFT AND RIGHT ORMED THE REQUIREMENTS OF AD FIGURE ONE PARAGRAPH	
<u> </u>	COMPLIED W	TH AD 00-0	01-16, AMENU TEMS. PERF	OMENT 39-11514 DATED 2/15/00 ON BOTH LEFT AND ROSARPH CORMED THE REQUIREMENTS OF AD FIGURE ONE PARAGRAPH HIS TIME ON LEFT ENGINE. RIGHT ENAMES INSTALLED NEW MAIN	
	ENGINES EXF B.C.D.&E. NC	DEFECTS	NOTED AT T	CRMED THE REQUIREMENTS OF AD FIGURE ONL IT OUT TAIL HIS TIME ON LEFT ENGINE. RIGHT ENGINE LEAKING OUT TAIL HIS TIME ON LEFT ENGINE. RIGHT ENGINE LEAKING OUT TAIL FAIL PIPE CLAMP. REMOVED OLD CLAMPS, INSTALLED NEW MAIN FAIL PIPE CLAMP MBER, 41195AB502, AND NEW WASTE GATE TO TAIL PIPE CLAMP	
	PIPE CLAMP,	AND WAS	O DART MIM	ABER 41195AB502, AND NEW WASTE GATE LIBY IS NEXT DUE IN	
	PART NUMBE	R U10C05	0-240M, NO L	MBER, 41195AB502, AND NEW WASTE GATE TO TAIL! IN EAKS NOTED ON RIGHT SIDE. PARAGRAPH "B" IS NEXT DUE IN EAKS NOTED ON RIGHT SIDE. PARAGRAPH "C" IS NEXT DUE NOT WHICHEVER OCCURS LATER. PARAGRAPH "C" IS NEXT DUE NOT TO EXCEED 500 HOURS TIME IN PARAGRAPH "D" NEXT DUE NOT TO EXCEED 500 HOURS TIME IN	
		UKILAIR	INDUIT DIVIDI	The state of the s	
·	- SERVICE, PA	AKAGKAFT	] [ ]([)()		
	Discrepancy:	12 	- LIVERALILIC	FILTERS DUE CHANGE.	
	REMOVED C	RT NUMBE	R AN6235-2A	S FROM LEFT AND RIGHT SIDES. INSTALLED NEW TO SHARE SIDES OF THE LEFT AND RIGHT SIDES. NO LEAKS NOTED AT THIS ESSNA 421C AMM 11-03.	
	TIME, WOR	KAFKLOK	MED I/A/W CE	ESSNA 421C AMM 11-03.	
	Discrepancy: CREW CHIE	F TECHNIC	AL RESEARC	CH.	
	Corrective Ac	ction: 13	N CHIEF TEC	HNICAL RESEARCH,	
	COMPLIED	A 5 1 1 1 1 1 1 2 1 2 1 2 1 1		d on next page (JB)	
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YEAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alte</b> Entries must be endorsed with Name, Rating and Certificate Nu Technician or Repair Facility. (See back pages for other specific
		]		
	screpancy: 14 FT M/L/G UP LOC		_	OF OLIVERY
1 F	FT M/L/G UP LOC	CK HOOK I	MOUNT BRAC	KET BROKEN.
RE	EMOVED THE LEI	FT M/L/G U	NE FOCK HOO	K INBOARD AND OUTBOARD BRACKETS. INSTALLED NEW
		CKHILIK	INHUARD DIV	1011 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
7/	ALL MOMBERS	WADE O	DEPATIONAL	CHECK OF THE UP LOCK HOOK ASSEMBLY TO SEE A SEE
A	ITACHING HARD	WAKE, U	IAM CESSNA	CARING BLOCK PART NUMBER 5141203-3, WITH NEW CHECK OF THE UP LOCK HOOK ASSEMBLY IS GOOD AT THIS 421C AMM 15-10.
11	ME MOUNTEN	, OI WILL !		
D	iscrepancy: 15 IGHT M/L/G UP L	ock Hoo!	K MOUNT BRA	ACKET BROKEN.
R	orrective Action: 1	5		AND OUTDOARD PRACKETS INSTALLED NEW
R	IGHT M/L/G UP L UPPORT PART N	OCK HOO NUMBER 5	141205-202, A	OOK INBOARD AND OUTBOARD BRACKETS. INSTALLED NEW RACKET PART NUMBER 5141204-4, AND OUTBOARD ND NEW BEARING BLOCK PART NUMBER 5141203-3. WITH ONAL CHECK OF THE UP LOCK HOOK ASSEMBLY IS GOOD AT ESSNA 421C AMM 15-10.
	iscrepancy: 16			ULLED OUT OF THE BACK OF IT.
	NOUT MILIGARY	OCK SWI	LCH MIKE2 b	ULLED OUT OF THE BACK OF IT.
,	'arrective Action: '	16		WORK TO AND PIGGED NEW RIGHT M/L/G UP
	OCK SWITCH PAPERFORMED I/A/	ART NUME	IEK BUZENJU-	CK SWITCH, INSTALLED AND MIGGES RE- BB. OPERATIONAL CHECK GOOD AT THIS TIME. WORK
1	JISCIEPANCY. "	TOR AXILL	ARY WIRE RI	NG TERMINAL BROKEN.
· 1	Corrective Action:			
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		(30	to sol -	on west page (I)
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AR  TE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Altera</b> Entries must be endorsed with Name, Rating and Certificate Numl Technician or Repair Facility. (See back pages for other specific e	
	ı		·	STALLED NEW RING TERMINAL PART NUMBER 36153 ON RIGHT	- ~ - <del>- •</del>
	ALTERNATO	r auxiliai	SA MAINE NO 14		
<del></del>	Discrepancy:	18 NF PROPE	LLER CONTRO	DL ROD END WORN AT THE GOVERNOR.	
	Corrective Ac	tion: 18		THE THE WISTALL ED NEW ROD-FND PART NUMBER	
	C1105 3 FOF	THE RIGH	HT ENGINE PR SSNA 421C 7-	OFFICEITOON	
	Discrepancy:	19 ATOR TIP	RUBBING THE	E HORIZONTAL STABILIZER.	
	Corrective A	ction: 19 rue OLD E	FVATOR ASS	SEMBLY PART NUMBER 5093400-6. INSTALLED REPAIRED RIGHT	
	THE WATOR	ASSEMBL'	A BAKT MOME	LIV SOSSION OF THEIR WORK ORDER NUMBER	
	40 0EE DAT	'#N 02/06/C	B. ELEVATOR	COMME THOM E TO A NITTED AND DATAMOED ELEVATOR	
	OFFORE IN	CTALLAIR	ON. NO RUBBI ESSNA 421C A	INO, AND OF A SAME	
	Discrepancy	r: 20	DOD END BE	ARING WORN IN TRIM TAB HORN.	
	Corrective A	Action: 20	DIOTELL	ED NEW BEARING PART NUMBER \$3895-1 INTO THE ELEVATOR	
	TRIM TAB	HORN, WO	ORK PERFORM	MED I/A/W CESSNA 421C AMM 5-30.	
		y; 21 CH INSTAL	LED ONTO EL	EVATOR TRIM TAB.	
		C	المناهط	on next page (It)	
	=	CO	V4115000		

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YEAR	RECORDING TACH TIME	TODAY'S FLIGHT	 <b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name. Rating and Certificate Number of Technician or Repair Facility. ( <i>See</i> back pages for other specific entries.)
DATE			

Corrective Action: 21

SEE ITEM NUMBER 19. INSTALLED REPLACEMENT ELEVATOR TRIM TAB, THAT CAME WITH

ELEVATOR.

Discrepancy: 22

RIGHT ELÉVATOR HAS STICK ON WHEEL WEIGHTS INSTALLED ON TIP.

Corrective Action: 22

SEE ITEM NUMBER 19 INSTALLED REPLACEMENT ELEVATOR.

Discrepancy: 23

LEFT AND RIGHT M/L/G BRAKE DISCS ARE WORN BELOW LIMITS.

Corrective Action: 23

REMOVED OLD BRAKE DISCS FROM LEFT AND RIGHT WHEEL ASSEMBLIES. INSTALLED NEW BRAKE DISCS PART NUMBER 164-06406 ONTO BOTH LEFT AND RIGHT MAIN WHEEL ASSEMBLIES. WORK PERFORMED I/A/W CESSNA 421C AMM 4-43.

Discrepancy: 24

EMERGENCY EXIT WINDOW FRAME IS PUNCTURED IN LOWER AFT CORNER.

Corrective Action: 24

REMOVED THE EMERGENCY EXIT WINDOW LOWER AFT AIRFRAME CORNER AND INSTALLED A NEW CORNER PIECE P/N=5111311-6 (GUSSET). WORK PERFORMED I/A/W CESSNA 421C AMM 15-30.

Discrepancy: 25

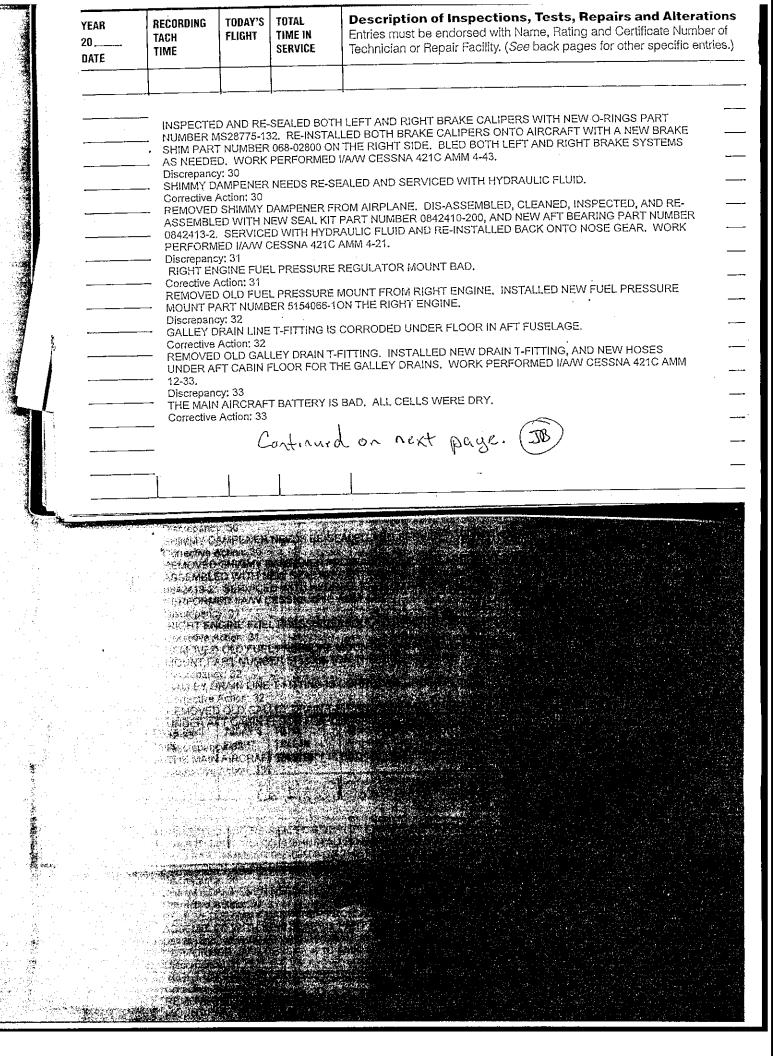
WHILE REMOVING ACCESS PANEL UNDER RUDDER TRIM TAB, THE TRIM TAB WAS FOUND TO BE MAKING CONTACT WITH ACCESS PANEL.

Corrective Action: 25

RE-POSITIONED THE UPPER TAIL CONE AS NEEDED, AND FILED OFF EXCESS SKIN FROM THE LOWER END OF THE RUDDER TRIM TAB TO PROVIDE MORE CLEARANCE BETWEEN TRIM TAB AND TAIL CONE.

Continued on ract page

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YEAR 20 Date	1	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
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	Discrepancy: 2	NUMBER	TWO CYLINI	DER CHT PROBE WIRING BROKEN.
<u> </u>	Corrective Action REMOVED OL	D CHT PR	OBE FROM L	LEFT ENGINE NUMBER TWO CYLINDER. INSTALLED NEW CHT
	OPERATIONAL	L CHECK (	0813601-6 IN	ITO THE NUMBER TWO CYLINDER OF THE LEFT ENGINE.  IIS TIME. WORK PERFORMED I/A/W CESSNA 421C AMM 7-32.
	LEFT AND RIG	7 BHT ENGIN		ARD SIDE COWLING'S' HINGE PINS ARE NOT SECURED.
_	SECURED BO	on: 27 TH THE LE		SHT ENGINES SIDE COWLING'S' HINGE PINS AS NEEDED.
	Discrepancy: 28 LOOSE AND W	8 /ORKING I		HE LEFT AND RIGHT ENGINES, INBOARD AND OUTBOARD ENGINE
	Corrective Action	LATES. on: 28		
	REMOVED THE	HT SIDES	, INBOARD A	IGINE FROM AIRPLANE. REMOVED THE OLD TOP CAPS OF THE AND OUTBOARD BEAMS. INSTALLED NEW TOP CAPS PART
			D 5054020-8	ONTO THE LEFT AND RIGHT SIDES. INBOARD AND OUTBOARD
	NUMBER 5054 ENGINE BEAM	020-7, ANI IS. RE-SE	ALED AREAS	5 VVITIT FIRE VVALL SEALANT AS NEEDED. RE-INSTALLED THE
	NUMBER 5054 ENGINE BEAM LEFT AND RIG	020-7, ANI IS. RE-SE HT ENGIN	IES. NO LEA	S WITH FIRE WALL SEALANT AS NEEDED. RE-INSTALLED THE AKS NOTED AT THIS TIME, OPERATIONAL CHECK GOOD. WORK MM 15, 7, AND AC43,13-1B. FILLED OUT AND SUBMITTED FAA
	NUMBER 5054 ENGINE BEAM LEFT AND RIG PERFORMED I FORM 337. Discrepancy: 29	020-7, ANI IS. RE-SE HT ENGIN /A/W CES	IES. NO LEA SNA 421C AI	AKS NOTED AT THIS TIME, OPERATIONAL CHECK GOOD. WORK MM 15, 7, AND AC43.13-1B. FILLED OUT AND SUBMITTED FAA.
	NUMBER 5054 ENGINE BEAM LEFT AND RIG PERFORMED I FORM 337. Discrepancy: 25 BOTH LEFT AN	020-7, ANE IS. RE-SE HT ENGIN /A/W CES ID RIGHT	IES. NO LEA SNA 421C AI	AKS NOTED AT THIS TIME, OPERATIONAL CHECK GOOD, WORK
	NUMBER 5054 ENGINE BEAM LEFT AND RIG PERFORMED I FORM 337. Discrepancy: 25 BOTH LEFT AN Corrective Actic	020-7, ANE IS. RE-SE HT ENGIN /A/W CES OD RIGHT on: 29	IES. NO LEA SNA 421C AI M/UG BRAK	AKS NOTED AT THIS TIME, OPERATIONAL CHECK GOOD. WORK MM 15, 7, AND AC43.13-1B. FILLED OUT AND SUBMITTED FAA.



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EAR RECORDING TODAY'S TOTAL **Description of Inspections, Tests, Repairs and Alterations** TACH FLIGHT TIME IN Entries must be endorsed with Name, Rating and Certificate Number of TIME SERVICE Technician or Repair Facility. (See back pages for other specific entries.) REMOVED THE OLD AIRCRAFT BATTERY PART NUMBER G-246, SERVICED, CHARGED, AND INSTALLED NEW AIRCRAFT BATTERY PART NUMBER G-246, SERIAL NUMBER G02679388. AIRCRAFT ELECTRICAL OPERATIONAL CHECK GOOD AT THIS TIME. WORK PERFORMED I/A/W CESSNA 421C AMM 13-21. Discrepancy: 34 THE FLOOR ACCESS PANEL UNDER THE PILOT'S SEAT IS MISSING AND INSPECTION HOLES IN FORWARD CABIN FLOOR, PANELS NEED SECURED. Corrective Action: 34 INSTALLED USED SERVICEABLE FLOOR PANELS PART NUMBER 5015084-4 UNDER PILOT'S SEAT AS NEEDED. SECURED OPENINGS IN FORWARD CABIN FLOOR AS NEEDED. Discrepancy: 35 LEFT ENGINE WIRE BUNDLE CHAFING HYDRAULIC HOSE AT FILTER AND TURBO CONTROLLER DRAIN LINE. REPAIRED CHAFED AREA IN LEFT ENGINE WIRE BUNDLE AS NEEDED. RE-POSITIONED LEFT ENGINE WIRE BUNDLE TO PREVENT FUTURE CHAFING. Discrepancy: 36 LEFT ENGINE NUMBER FOUR CYLINDER EGT PROBE SHIELDING TORN AND BROKEN. Corrective Action: 36 REMOVED OLD EGT PROBE. INSTALLED NEW EGT PROBE PART NUMBER M-111-G, INTO THE LEFT ENGINE NUMBER FOUR CYLINDER, WORK PERFORMED I/A/W CESSNA 421C AMM 7-61. Discrepancy: 37 LEFT WING FUEL CAP LANYARD BROKEN. Corrective Action: 37 REMOVED BROKEN FUEL CAP LANYARD. INSTALLED NEW LEFT WING FUEL CAP LANYARD PART Continued on next page. (JR

TACH TIME	FLIGHT	TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alteration Entries must be endorsed with Name, Rating and Certificate Number Technician or Repair Facility. (See back pages for other specific entries
NUMBER 45	2-16-6. I/A/	W CESSNA 42	21C AMM 9-00.
Discrepancy:	: 38		
Corrective A REMOVED I NUMBER 51 DATED 7/14 JAW THE CE	ction: 38 LEFT AILEF 24000-71, I /2009. OPI ESSNA 421	RON TRIM TAE FROM AIR IMF ERATIONAL AI	B. INSTALLED OVERHAULED LEFT AILERON TRIM TAB PART PRESSIONS, INC. ON THEIR WORK ORDER NUMBER 2761-175, ND TRAVEL CHECKS GOOD. BALANCED THE AILERON ASSEMBLY
BOTH WING	FUEL CAP	PS O-RINGS A	RE DRY ROTTED.
REMOVED (	OLD O-RIN	GS FROM FUE RIGHT WING	EL CAP. INSTALLED NEW O-RINGS PART NUMBER MS29513-338 FUEL CAPS I/A/W CESSNA 421C AMM 9-00.
Discrepancy	: 40		WINGS, OUTBOARD OF THE M/L/G DOOR HINGES.
Corrective A REMOVED	ction: 40 AND REPL		RIVETS AS NEEDED OUTBOARD OF THE M/L/G DOOR HINGE LINES
Discrepancy	: 41		
Corrective A	ction: 41		
<ul> <li>NUMBER 5°</li> <li>OPERATION</li> </ul>	122117 <mark>-27,</mark> NAL CHECI	FOR BOTH LE	/L/G DOOR HINGES. INSTALLED NEW UPPER HINGE HALF PART FT AND RIGHT SIDES. RE-INSTALLED GEAR DOORS. HIS TIME. WORK PERFORMED I/A/W CESSNA 421C AMM 3-14.
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CONTRACT LANGE	医复数 化电	A 100 大概 100 大多的	<b>第4</b> 77年6月 - "阿尔克斯特,这个国际人的证明,这是一个国际的特别,这是一个国际的特别的特别,我们们是对对对自己的意思。"
	NUMBER 45 Discrepancy LEFT AILER Corrective A REMOVED I NUMBER 511 AIW THE CE Discrepancy BOTH WING Corrective A REMOVED I ONTO THE DISCREPANCY LOOSE RIV Corrective A REMOVED I NUMBER 5 OPERATION DISCREPANCY DISCREPANCY INTERPRETATION OPERATION O	NUMBER 452-16-6, I/A/ Discrepancy: 38 LEFT AILERON TRIM T Corrective Action: 38 REMOVED LEFT AILEF NUMBER 5124000-71, DATED 7/14/2009. OPI JAW THE CESSNA 421 Discrepancy: 39 BOTH WING FUEL CAI Corrective Action: 39 REMOVED OLD O-RIN ONTO THE LEFT AND Discrepancy: 40 LOOSE RIVETS IN RIG Corrective Action: 40 REMOVED AND REPL AS NEEDED. Discrepancy: 41 LEFT AND RIGHT M/L/ Corrective Action: 41 REMOVED OLD LEFT NUMBER 5122117-27, OPERATIONAL CHEC Discrepancy: 42  UNITED STATES AND S	NUMBER 452-16-6, I/A/W CESSNA 42 Discrepancy: 38 LEFT AILERON TRIM TAB HAS SCAE Corrective Action: 38 REMOVED LEFT AILERON TRIM TAE NUMBER 5124000-71, FROM AIR IMF DATED 7/14/2009, OPERATIONAL AI IAW THE CESSNA 421C M/M CHAP. Discrepancy: 39 BOTH WING FUEL CAPS O-RINGS A Corrective Action: 39 REMOVED OLD CAINGS FROM FUE ONTO THE LEFT AND RIGHT WING Discrepancy: 40 LOOSE RIVETS IN RIGHT AND LEFT Corrective Action: 40 REMOVED AND REPLACED LOOSE AS NEEDED. Discrepancy: 41 LEFT AND RIGHT M/L/G DOORS' AT Corrective Action: 41 REMOVED OLD LEFT AND RIGHT M NUMBER 5122117-27, FOR BOTH LE OPERATIONAL CHECK GOOD AT TO Discrepancy: 42  COLLING  TEATER SET AI  LEFT AND RIGHT M/L/G DISCREPANCY: 42  COLLING  TEATER SET AI  LEFT AND RIGHT M/L/G DOORS' AT CORRECTIVE ACTION  TO THE LEFT AND RIGHT M NUMBER 5122117-27, FOR BOTH LE OPERATIONAL CHECK GOOD AT TO DISCREPANCY: 42  COLLING  TEATER SET AI  LEFT AND RIGHT M/L/G DOORS' AT CORRECTIVE ARIAN  TEATER SET AI  LEFT AND RIGHT M/L/G DOORS' AT CORRECTIVE ARIAN  TEATER SET AI  LEFT AND RIGHT M/L/G DOORS' AT CORRECTIVE ARIAN  TEATER SET AI

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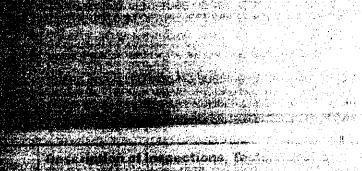
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EAR O ATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN Service	Description of Inspections, Tests, Repairs and Alteration Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
ř.				
			UEL BOOST P	UMPS MOUNT PLATES HAVE BOLTS MISSING.
R M P!	OUNTING PLA LATES ON RIG EFT AND RIGH	DWARE FI TES TO A GHT SIDE N	LINE MOUNTIN MOUNTING PL	D RIGHT BOOST PUMP MOUNTING PLATES, ADJUSTED NG HOLES, ALSO ADJUSTED AND RE SECURED THREE NUT ATES. INSTALLED NEW HARD WARE IN MOUNTING PLATES ON ORMEDN I/AWY CESSNA 421C AMM 9-10.
D	iscrepancy: 43	IT WINGS	EUEL SELECT	OR VALVE MOUNT BOLTS SAFETY WIRED BACK WARDS.
C R	orrective Action	ı: 43 HE MOUN		THE LEFT AND RIGHT WINGS FUEL SELECTOR VALVES I/A/W
	iscrepancy: 44	OR PHISH/I	SILL BUD. BU	OD END WORN AT THE DOOR.
C R	orrective Actior EMOVED OLD NTO THE LEF	n: 44 ROD END T SIDE M/L	FROM LEFT S /G DOOR PUS	SIDE, INSTALLED NEW ROD END PART NUMBER ARB4EDUS SH PULL ROD, DOOR SIDE, OPERATIONAL CHECK GOOD AT CESSNA 421C AMM 3-14.
D L	iscrepancy: 45	NBOARD A		SKIN ON BOTTOM HAS LOOSE RIVETS, AND SKIN IS CRACKED.
R	EMOVED LOC EEDED.	SE RIVET:	S. STOP DRIL	LED SMALL CRACK IN SKIN, INSTALLED NEW RIVETS AS
В	iscrepancy: 46 OTH M/L/G CE ARDWARE,	ENTER TO	RQUE LINK BC	OLTS ARE LOOSE. LEFT ONE LOOKS LIKE IT HAS IMPROPER
	· · · · · <del>· ·</del>	Con	tinued	on next page (38)

YEAŖ 20	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Altera Entries must be endorsed with Name, Rating and Certificate Numl Technician or Repair Facility. (See back pages for other specific e	ner i
DATE ————		<del>                                     </del>			
	ļ	<del> </del>	1		
	BOTH LEFT AND 5041013-3, ON L NUTS ON BOTH NITROGEN AS I Discrepancy: 47 TWO RIVETS M Corrective Action INSTALLED TW Discrepancy: 48 LEFT WING NA Corrective Action REMOVED THE NIPPLE BROKI NACELLE AUX Discrepancy: 49 LEFT WING PI MOUNT, AND	JERT SIDE LEFT SIDE I CENTER NEEDED P  MISSING IN II: 47 IO RIVETS CELLE FU ON: 48 E LEFT AU EN AND LE EN AND LE NEUMATIC HOLE TOR	UPPER TORC TORQUE LINI ER CESSNA. THE LEFT W INTO THE LE EL TANK, AF X FUEL TANK EAKING FUEL SEE ITEM N DUCT CLAM N IN DUCT.	LIG STRUTS. REMOVED OLD ATTACHING HARDWARE FROM TORQUE LINKS. REPLACED CENTER BUSHING PART NUMBER DUE LINK. REPLACED ALL BOLTS, WASHERS, SPACERS, AND KS. SERVICED BOTH LEFT AND RIGHT STRUTS WITH 421C AMM CHAPTER 4-10.  ING, INBOARD FLAP HINGE LINE.  FIT WING INBOARD FLAP HINGE LINE AS NEEDED.  I SUMP SEEPING FUEL AROUND FITTINGS.  FOR OTHER MAINTENANCE. FOUND THE AUX TANK BLADDER FROM THERE ONTO SUMP DRAIN. INSTALLED NEW LEFT UMBER 111 ON THIS WORK ORDER.  P IS NOT POSITIONED CORRECTLY ON WING STRUCTURE  ED NEW AIR DUCT PART NUMBER CM3211-10B38.0 INTO THE LEFT GINE AND HEAT EXCHANGER. WORK PERFORMED I/AW CESSNA	
	WING FOR BL 421C AMM 6-2 Discrepancy: 5 ALL LEFT AN	_EED AIR E 23. 50 D RIGHT M	/L/G BRAKE	LININGS HELD ON WITH RTV.	
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· · · · · · · · · · · · · · · · · · ·	BACKING PLATE PLATES. FOUN	BRAKE LIN ES, ADJUS D ONE BA	STED BACKING CKING PLATE	ACKING PLATES. CLEANED OFF SILICONE FROM LININGS AND B PLATE PINS SO THAT THE LININGS WILL FIT TIGHTLY ON PIN DAMAGED. REMOVED BAD PIN AND INSTALLED NEW PIN DRMED WAW CESSNA 421C AMM 4-43.
	Discrepancy: 51			
	BATTERY BOX V		E ON BOTTOM	OF WING MISSING.
	REMOVED THE	REMAIND	ER OF THE OL	D BATTERY BOX VENT TUBE. INSTALLED NEW BATTERY BOX
	VENT TUBE PAI	RT NUMBE	:R 5118419-2 C	NTO THE BOTTOM OF THE LEFT WING AND PAINTED. WORK
	PERFORMED I//	A/W CESS	NA 421C AMM	13-21,
	Discrepancy: 52 BUSHING MISSI	NG FROM	LEFT HEAT E	XCHANGER BUTTERFLY VALVE ON THE INBOARD END.
	Corrective Action	. 52	•	
·	REMOVED THE	LEFT WIN	OF HEAT EXCI	IANGER. INSTALLED MISSING BUSHING PART NUMBER S1080-2 HANGER BUTTERFLY VALVE. RE-INSTALLED LEFT SIDE HEAT FT SIDE LOWER HOSE PART NUMBER CM3211-1089.5, WORK
	PERFORMED I/	A/W CESS	NA 421C AMM	6-10.
	Discrepancy: 53 LOOSE RIVETS	IN LEFT V		LAGE FAIRING, BOTTOM FORWARD END.
	Corrective Action	LOOSE R	IVETS. INSTA	LLED NEW RIVETS INTO THE LEFT AND RIGHT WING TO
	FUSELAGE FAI		NEEDED.	
	Discrepancy: 54 BOTH MAIN CA	NNON PLI	JGS IN LEFT A	ND RIGHT INBOARD WING LEADING EDGES NEED TO BE
		Con	tinurd	on next page (18)

	YEAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
***					
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		AFETIED. orrective Action	: 54		<del></del>
	D	iscrepancy: 55			MAIN CANNON PLUGS IN INBOARD LEADING EDGES.  ENGINE BLEED AIR LINE, GOING TO RIGHT SIDE HEAT
	C	XCHANGER HA orrective Action	AS HOLE IN : 55	N IT.	
	F	ROM RIGHT EN A/W CESSNA 4	NGINE BLE	ED AIR LINE T	LLED NEW FLEXIBLE DUCT PART NUMBER CM3211-10B38,0 TO THE RIGHT SIDE HEAT EXCHANGER. WORK PERFORMED ————
	R	iscrepancy: 56 OW OF LOOSE orrective Action		BOTTOM INBO	DARD AFT OF LEFT AND RIGHT NACELLE SKIN.
	R	EMOVED OLD S NEEDED.		NSTALLED NE	W RIVETS INTO THE LOWER LEFT AND RIGHT NACELLE SKIN
	R C	orrective Action	: 57		.E CHAFED THROUGH UPPER SKIN.
	þ	ABRICATED AN AINTED AS NE iscrepancy: 58		LED PATCH T	O THE INSIDE OF THE RIGHT ENGINE TOP COWLING, AND
	C	EFT AND RIGH orrective Action	: 58		G'S' FORWARD STRINGERS ARE CRACKED,
	S	TRINGERS. IN	ISTALLED	DOUBLER TO	DUBLER AND ALODINED. STOP DRILLED CRACKS IN THE FORWARD STRINGER ON EACH LEFT AND RIGHT UPPER
		1		tinund	on next page. (I)
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	The same of the sa	AT SECTION	COMMO	e Caerudii	
		ACACION VEDICAL			Andrew Control of the
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		and ending.		A STATE OF	
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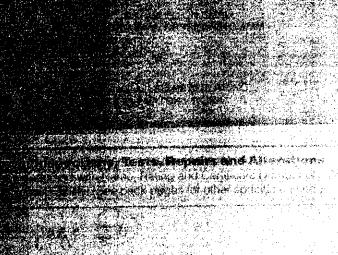


YEAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alteration</b> Entries must be endorsed with Name, Rating and Certificate Number Technician or Repair Facility. (See back pages for other specific entries)
	ENGINE COWL Discrepancy: 59		ORK PERFORM	MED I/A/W CESSNA 421C AMM 15-10.
E: 15			IER HAS A HO	LE CHAFED THROUGH IT.
	<ul> <li>POLISHED THE</li> </ul>	E LEFT SID E REPAIRE	D SPINNER A	R SPINNER AND SENT IT OUT FOR REPAIR. REINSTALLED AND FTER BEING REPAIRED BY S & B INDUSTRIES, INC. ON THERE ERFORMED I/A/W CESSNA 421C AMM 8-00.
	Discrepancy: 60	) OHTBOAR	D NOSE COM	LING, HAS FASTENER HOLE TORN OUT.
	<ul> <li>Corrextive Action</li> </ul>	n: 60		
	REPAIRED THI CUTBOARD NO AMM 15-40.	E TORN OU DSE COWL	JT FASTENER .ING, AND PAI	HOLE WITH FIBERGLASS REPAIR TO THE LEFT ENGINE NTED AS NEEDED. WORK PERFORMED I/A/W CESSNA 421C —
	Discrepancy: 61	I TOP COW!	ING HAS TWO	O HOLES CHAFED THROUGH THE UPPER SKIN.
	<ul> <li>Corrective Action</li> </ul>	n: 61		· · · · · · · · · · · · · · · · · · ·
<u> </u>	FABRICATED:			ES TO THE INSIDE OF THE LEFT ENGINE TOP COWLING, AND
	Discrepancy; 62	2.		_
	CLEAN HEATE Corrective Action	on: 62		
	REMOVED, CL	EANED. IN	ISPECTED AN	D RE-INSTALLED THE CABIN HEATER FUEL FILTER WITH NEW
		NUMBER		EAKS OR DEFECTS NOTED AT THIS TIME. WORK PERFORMED
· · · · · ·	THING CESSING	421C AMI	vi 9-4U.	
	Discrepancy: 6	. 421C AMN 3		d on Next page (FB)

YEAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterati</b> Entries must be endorsed with Name, Rating and Certificate Number Technician or Repair Facility. (See back pages for other specific entri	r of
÷ *				-	
		ND RIGHT	NOSE GEAR	STEERING CABLE PULLEYS ARE WORN.	
	-				
			S. INSTALLE	ED NEW PULLEYS PART NUMBER S378-3, UNDER THE NOSE GEAR STEERING CABLES. WORK PERFORMED WAW CESSNA	
•	BAGGAGE FI - 421C AMM 4-	-00K, FOR 50.	THE NOSL (	SLAKO I ELIKINO O I IS LIGHT	
	0'	C 1		AND LOWED MOUNTS ARE MORN	
				R AND LOWER MOUNTS ARE WORN.	
			EAR TORQU	JE LINKS. REMOVED OLD UPPER, LOWER AND CENTER -	
	BUSHINGS.	INSTALLED	NEW UPPE	R AND LOWER BUSHINGS PART NUMBEROUTS, CERTEL.	
	NUMBER AN	1176-42 SE	CURED CEN	HER OF TORQUE LINKS WITH NEW POET LYKY HOWERTAND TO	
				421C AMM 4-20.	
	TWO AILERG	ON PULLEY	S ARE WOR	N, INSIDE FORWARD BELLY PANEL AFT OF NOSE WHEEL WELL.	
	<ul> <li>Corrective Ac</li> </ul>	xtion: 65	CO BLOTALL	ED TWO MEW PULLEYS PART NUMBER \$378-4 FOR THE AILERON	
	REMOVED C — CONTROL S	YSTEM. IN	BELLY PAN	EL AFT OF NOSE WHEEL WELL, WORK PERFORMED I/A/W CESSNA	
	421C AMM 5	i-10.			
	- Discrepancy:	. 66 TOR TRIM	PULLEYS W	ORN, INSIDE FORWARD BELLY PANEL AFT OF NOSE WHEEL WELL.	
		C CC			
	REMOVED (	OLD PULLE	YS. INSTALL	LED TWO NEW PULLEYS PART NUMBER MS20219-2, FOR THE M. IN BELLY PANEL AFT OF THE NOSE WHEEL WELL. WORK	
	ELEVATOR				
	<del></del>	Cunt	ivercol .	on next page. (JB)	
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e protesta	A MARKET				
		TOTAL STATE			112
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YEAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
	PERFORMED I/	A/W CESS	NA 421C AMM	15-30.
	Discrepancy: 67	O D B 4 3 A / 13 1 F		·
36	CO-PILOT'S ST	a• 67		
	DEMOVED OF D	CO-PILOT	r'S FOUL WEA	ATHER WINDOW. INSTALLED NEW CO-PILOT'S FOUL WEATHER
	WINDOW PART Discrepancy: 68		511603-6. W	ORK PERFORMED I/A/W CESSNA 421C AMM 3-30.
	RIGHT HORIZO	NTAL STA	BILIZER DE-K	DE BOOT HAS SMALL SPLIT IN IT.
4	Corrective Action	n: 68	NED AREA E	DD DATCH PART NI IMBER 74-451-187, INSTALLED ON SMALL
	SPLIT IN RIGHT	rind clea r Horizoi	NTAL STABILI	ZER DE-ICE BOOT. WORK PERFORMED I/A/W CESSNA 421C AMM
ř	12-60.			
i	Discrepancy: 69 LEFT ELEVATO	R CENTE	R BEARING W	ORN,
	Carra etivo A etio	m. 60 ·		D OLD CENTER MOUNT BEARING, INSTALLED NEW BEARING
	REMOVED LEF	T ELEVAT MS24462	OR, REMOVE -4 FOR THE C	ENTER MOUNT HINGE FOR THE LEFT ELEVATOR. WORK
£	PERFORMED I	/A/W CESS	SNA 421C AM	vi 5-30.
Š	Discrepancy: 70 TWO RUDDER	) TOMOTH	LEVS IN TAIL	ARE WORN
	Compositive Actio	n. 70		
	REMOVED OLI	PULLEYS	S. INSTALLE	TWO NEW RUDDER TRIM PULLEYS PART NUMBER MS20219-2,
	I/A/W CESSNA Discrepancy: 71	i		
	TWO ELEVATO	OR TRIM P	ULLEYS IN TA	AIL ARE WORN,
		Cont	inved	on next page. (IB)

YEAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
<del></del> .	Corrective Action:	71		
	DEMOVED OLD I	DULLEYS	INSTALLED TV EM, I/A/W CES	VO NEW PULLEYS PART NUMBER S378-1, INTO THE TAIL FOR SSNA 421C AMM 5-30.
		70		R VERTICAL STABILIZER ARE WORN.
	Corrective Action; REMOVED OLD I VERTICAL STAB	DIN 1 (**)/C	INSTALLED TV R THE RUDDE	NO NEW PULLEYS PART NUMBER S378-4, INTO THE LOWER R CONTROL SYSTEM. I/A/W CESSNA 421C AMM 5-20.
<del> </del>	Discrepancy: 73 FOUR YAW DAM			CABLE PULLEYS IN LOWER VERTICAL STABILIZER ARE
	WORN, Corrective Action: REMOVED OLD	ロロローケンバウー	INSTALLED FO	OUR NEW PULLEYS, PART NUMBER \$378-1, INTO THE LOWER
	VERTICAL STAB	ILIZER, FO	R THE RUDDE	R YAW DAMPENER SYSTEM HAVY CESSIVA 42 TO AWIM 3-21.
	NUT PLATE COM	. 7		FT INSPECTION PANEL ON VERTICAL STABILIZER.
	LEFT INSPECTION	NUT-PLAT ON PANEL	E. INSTALLED ON THE VERT	NEW NUT-PLATE PART NUMBER MS21059L3 FOR THE LOWER ICAL STABILIZER.
	O A stions	. 75		R LIGHT LENS IS BROKEN.
	DEMOVED BDO	VENT ENC	INSTALLED INDICATOR LI	NEW LENS AND PLACARD PART NUMBER 65-0890-3. FOR THE GHT IN THE ANNUNCIATOR PANEL AS NEEDED. OPERATIONAL
	CHECK GOOD A	AT THIS TIN	ΛE.	
-	. (	ontine	nd on	next page. (38)
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	RECORDING TACH	TODAY'S FLIGHT	TOTAL TIME IN	Description of Inspections, Tests, Repairs and Alte Entries must be endorsed with Name, Rating and Certificate Nu	ımber of
	TIME		SERVICE	Technician or Repair Facility. (See back pages for other specific	entries.)
·	F	1	1		-
	iscrepancy: 76				
· E	NGINE MONITO	OR WIRING	IN CENTER	FLOOR AFT OF PEDESTAL IS LAYING ON FLIGHT CONTROL	
-	CABLES.				
(	Corrective Action	: 76	N 11200 1120	DIO AMAY EDOM THE ELICUT CONTROL CARLES IN THE	
				ING AWAY FROM THE FLIGHT CONTROL CABLES IN THE	
	ENTER FLOOR	AS NEEDE	ED.		
	iscrepancy: 77	I E DITTEN	/ BIST FORM	WARD OF FLAP MOTOR WORN.	
	Corrective Action		300.1010	Water of The Motor Creating	
T.	PEMOVED OLD	PULLEY I	NSTALLED N	IEW PULLEY, PART NUMBER S378-3, INTO CENTER CABIN	. —
F	LOOR, FOR TH	E ELEVAT	OR CONTRO	L SYSTEM. WORK PERFORMED I/A/W CESSNA 421C AMM 5-30.	
	Discrepancy: 78			THE STATE OF STAR MOTOR	•
			CABLE PULL	EYS ARE WORN IN CENTER FLOOR AFT OF FLAP MOTOR.	
— (	Corrective Action	; 78	WOTALLED	TWO NEW PULLEYS, PART NUMBER S378-3, INTO THE CENTER	
ŀ	KEMOVED OFD	PULLEYS.	INSTALLED PLOSITECT	SYSTEM I/AW CESSNA 421C AMM 5/10.	
	Discrepancy: 79	EAILERON	CONTROL	5751EW 117444 OCCOUNT 42707 111111 01101	
	DNO WORN FLI	EVATOR PI	ULLEYS IN C	ENTER FLOOR.	
ſ	Corrective Action	• 79			
— i	REMOVED OLD	PULLEYS.	INSTALLED	TWO NEW PULLEYS PART NUMBER S378-3 FOR THE ELEVATOR	
. (	CONTROL SYST	TEM, I/A/W	CESSNA 42	1C AMM 5-30.	
—	Discrepancy: 80			TITLE CARLE CHALENCE ARE MORN	
			T SERVO BE	RIDAL CABLE PULLEYS ARE WORN.	
	Corrective Actior	າ: 80		THE STATE OF THE S	
,		DUBLEVO	DARCTALLTO	STAND NEW DITTENS DAD FAILWRED SXXXII INDICTION FROM	
	REMOVED OLD	PULLEYS.	INSTALLED	TWO NEW PULLEYS PART NUMBER S378-1, INTO CENTER	

YEAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
		1		
	11.00E FOR TUE	- 411	ALITO DI OT	CABLES I/A/W CESSNA 421C AMM 14-10.
	Discrepancy: 81			<del></del>
	Correction Actions	91		CABLE HAS BROKEN STRANDS.
	0 A DL C 0 A DT AU I	MODED COOK	10 GO101 P000	RIDAL CABLE. INSTALLED NEW AILERON AUTO PILOT BRIDAL ND LINK KEEPER PART NUMBER S2294-25. UNDER CENTER R. I/A/W CESSNA 421C AMM 14-10.
	Discrepancy: 82			ALS NEED CLEANED OUT.
	Corrective Action:	82		RAIN SEALS AS NEEDED.
	Discrenancy: 83			R CABIN FLOOR, AFT OF CABIN DOOR.
	Corrective Action:	83		WO NEW PULLEYS PART NUMBER S378-4, UNDER THE
	CENTER FLOOR	AFT OF T	HE CABIN DO	OR FOR THE ELEVATOR CONTROL SYSTEM, I/A/W CESSNA
	421C AMM 5-30. Discrepancy: 84	ABLE BUT	EV MODALL 1	IDER CARIN ELOOP, AET OF CARIN DOOR
	Corrective Actions	84		NDER CABIN FLOOR, AFT OF CABIN DOOR.
	FLOOR AFT OF	PULLEY, I CABIN DO	NSTALLED NE OR FOR THE F	W PULLEY PART NUMBER S378-4, UNDER THE CENTER RUDDER CONTROL SYSTEM. I/A/W CESSNA 421C AMM 5-20.
	Discrepancy: 85 TWO RUDDER T	RIM PULLE	EYS WORN UI	NDER CABIN FLOOR, AFT OF CABIN DOOR.
	Corrective Action:	: 85	. 1 :	d on next page ®
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_	REMOVED OLD	) PULLEYS	INSTALLED	NEW PULLEYS PART NUMBER \$378-1, UNDER CENTER FLOOR UDDER TRIM CONTROL SYSTEM I/AW CESSNA 421C AMM 5-20.
_	AFT OF THE C.	BIN DOO!	() OK 1112 (	RN UNDER CABIN FLOOR, AFT OF CABIN DOOR. ———————————————————————————————————
	TWO ELEVATO	OR TRIM PI	JLLEYS WOF	NO UNDER CABITATE START NUMBER \$378-1, UNDER THE
	REMOVED OL	D PULLEYS	S. INSTALLE	D TWO NEW PULLEYS PART NUMBER \$378-1, UNDER THE R, FOR THE ELEVATOR TRIM CONTROL SYSTEM I/A/W CESSNA
	CENTER FLOO 421C AMM 5-3	JR AFT OF	CARIN DOOL	A TOWN TO THE TENT
	O	7	EDLACEMEN	т.
—	ELT BATTERY  Corrective Acti			
	OPERATIONA Discrepancy: 8	38		LEASES RUDDER LOCK, IS BENT AND BARELY TOUCHING
	RUDDER GUS - RELEASES T	ST LOCK 1. RIGGER.	AB, IHAI KE	CLACCO NOT
	Corrective Act	ion: 88	a cust LOC	CK RELEASE TAB AS NEEDED. I/A/W CESSNA 421C AMM 5-22.
_	<ul> <li>ADJUSTED T Discrepancy:</li> </ul>	89 HF KODOE		
			TER IS DUE	REPLACEMENT.  NSTALLED NEW CENTRAL VACUUM FILTER PART NUMBER  MM 10-20, NEXT DUE AGAIN IN 12 MONTHS.  ———————————————————————————————————
		21011, 03		NSTALLED NEW CENTRAL VACABILITY
	- REMOVED C	LD VACUL	M FILLER, I	MALAO 20 NEXT DUE AGAIN IN 12 WONTED.
	AM103535!A	NAMA CES	21474 47 10 1 "	•
	AM103535IA	90 FLIGHT CO	ONTROL TRA	VELS AND CABLE TENSIONS.

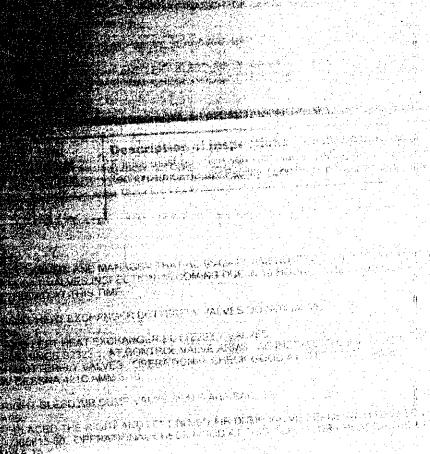
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YEAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alteration. Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
				· 
	Corrective Action CHECKED ALL	FLIGHT CO	ONTROL CABL	E TENSIONS AND TRAVELS I/A/W CESSNA 421C AMM 5-00.
	Discrepancy: 9 EMERGENCY	EXIT WIND	OW BROKEN (	OUT BETWEEN LOWER FASTENERS.
	THE EMERGE	D EMERGE NCY EXIT V	NCY EXIT WIN VINDOW FRAN	IDOW. INSTALLED NEW WINDOW PART NUMBER 511605-2, INTO ME. WORK PERFORMED I/A/W CESSNA 421C AMM 3-32.
<del></del>		INGER ON	EMERGENCY	EXIT HAS BROKEN RIVET.
	<ul> <li>EMERGENCY</li> </ul>	MAINDER ( EXIT WIND	OF BROKEN RI OW FRAME AS	IVET. INSTALLED NEW RIVET INTO THE STRINGER ON THE S NEEDED.
	FILTER, BOT	HAS PAPEI H ENGINES	R INDUCTION A NEED TO BE	AIR FILTER. THE OTHER ENGINE IS A BRACKET FOAM AIR THE SAME TYPE OF AIR FILTER.
	<ul> <li>FILTERS PAR</li> <li>DUE REPLAC</li> <li>WORK PERFO</li> </ul>	D ENGINE T NUMBER EMENT IN 2 DRMED I/A/	PA 108 INTO	FROM BOTH SIDES. INSTALLED TWO NEW BRACKET AIR BOTH LEFT AND RIGHT ENGINE AIR BOXES. AIR FILTERS NEXT R 12 MONTHS, OR 50% COVERED, WHICHEVER OCCURS FIRST. 11C AMM 7-40.
	Corrective Act	TOR TRIM		WORN, ON ELEVATOR SIDE.
<del></del>	<ul> <li>SEE ITEM NU Discrepancy: 9</li> </ul>		REPLACED EL	EVATOR.
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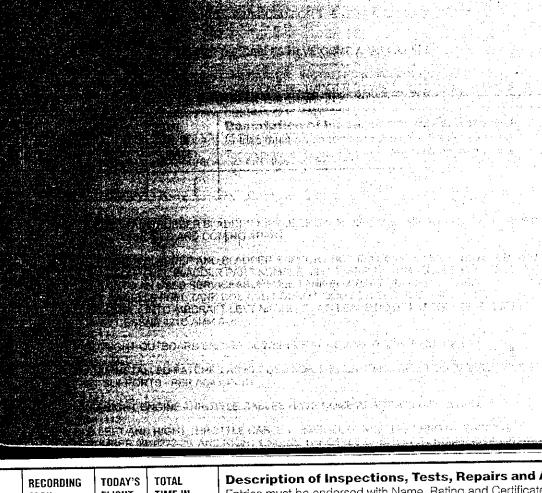
			HE CONTROL MATERIAL SE	A PARTE OF CARLES OF STATE OF THE STATE OF T
AR 	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
	LOOSE.ALSO I Corrective Actic RE-SECURED OUTBOARD R Discrepancy: 9 THREE LOOSI Corrective Actic REMOVED LC Discrepancy: 9 CHANGE OUT Corrective Actic REMOVED AL INSTALLED A CLIPS AS NE GREASE AS Discrepancy: CENTER BEI Corrective Act REMOVED C	FOUND RIG DN: 95 LEFT AND UDDER TO 6 E RIVETS C ON: 96 OOSE RIVE TALL FLIGH IOOLO FLIG LL NEW FL EDED. PAC NEEDED. 98 LLY PRESS UD SEALS. 13575-4. W	RIGHT INBOAR RQUE TUBE ( DUTBOARD OF  IS, REPLACE HT CONTROL BHT CONTROL IGHT CONTRO LIGHT CONTR	QUE TUBE INBOARD CLAMPS ARE RD TORQUE TUBE CLAMP TO BE LOOSE.  ARD RUDDER TORQUE TUBE CLAMPS, ALSO SECURED RIGHT CLAMP. I/AW CESSNA 421C AMM 5-20.  OF LEFT ENGINE NACELLE, FORWARD OF TAIL PIPE.  ED WITH NEW SOLID RIVETS.  CABLE PRESSURE VESSEL SEALS. PACK SEALS WITH GREASE.  OL CABLES PRESSURE VESSEL SEALS AND RETAINING CLIPS, ROL CABLES PRESSURE VESSEL SEALS AND NEW RETAINING IGHT CONTROL CABLES PRESSURE VESSEL SEALS WITH  SEAL TORN.  NEW FORWARD BELLY DRAINS PRESSURIZATION SEALS PART RMED I/AW CESSNA 421C AMM 15-40.  C, FOUND CORROSION BETWEEN SKIN PIECES.
	Corrective A	ction: 99 CORROSIO	N FROM ENG	d on next page (52)

20 Date	TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alteration Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries
- <del></del>		J		
: <u></u>	AND PAINTED A	AREAS AS	NEEDED. WO	DRK PERFORMED I/A/W CESSNA 421C AMM 15-50.
	Discrepancy: 100 AD 81-09-09 AM	END, 39-4	102 DATED 5/	08/81 ("AIRCRAFT HEATER INSPECTION PARA, A", 250 HEATER
1000 00000 0	HOUR METER) Corrective Action	DUE. HEA' 1: 100	TER HOUR ME	ETER 1470.8 HRS AT TIME OF AD.
	INSPECTION, A	T HEATER	≀HOUR METE	IENT 39-4102, DATED 5/8/81. AIRCRAFT CABIN HEATER R OF 1470.8. NO DEFECTS NOTED AT THIS TIME, OPERATIONAL
<del></del>	CHECK GOOD.  Discrepancy: 10	NEXT DU 1	E IN 250 HEAT	TER HOURS.
<u> </u>	AD 10-01-03 AM HALON) DUE,	END, 39-1	6159 DATED 1	/20/10 (FIRE FIGHTING ENTERPRISES LIMITED CONTAMINATED
	Corrective Action		1-03 AMENDM	ENT 39-16159, DATED 1/20/10 (FIRE FIGHTING ENTERPRISES
<del></del> -	LIMITED CONTA	MINATED	HALON,) THI	S AD DOES NOT APPLY, DIFFERENT MANUFACTURER OF THE
	Discrepancy: 102	2		8/08/10 (TYPE H1-10 AIR HALON 1211 SICLI P/N=1708337B4
	PORTABLE FIR	E EXTINGU	JISHER CONT	AMINATED HALON) DUE.
	COMPLIED WIT	H AD 10-04	4-16 AMENDM	ENT 39-16209, DATED 3/8/10 (TYPE H1-10 AIR HALON 1211 SICLI FIRE EXTINGUISHER CONTAMINATED HALON) AD DOES NOT
	APPLY TO INST Discrepancy: 103	ALLED FIF	RE EXTINGUIS	CHER BY MANUFACTURER.
	AD 95-09-13 AM HOURS.	, END. 39-9:	217 DATED 6/	14/95 (FUEL TANK INLET FLOAT VALVES INSPECT) DUE IN 10
<del>-</del>				next page (JB)
<u></u>	C	,011-19c	ACC OR	next hage (200)
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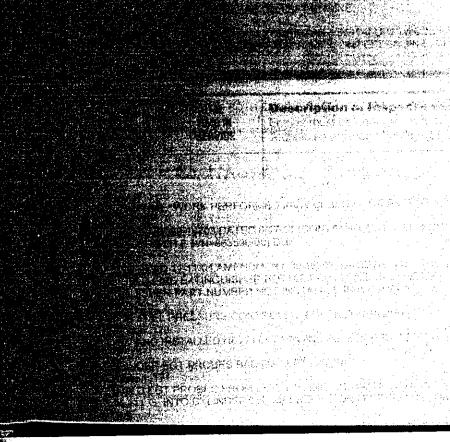
RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)		
			MANAGER THAT AD 95-09-13, AMENDMENT 39-9217, DATED 6/14/95 SPECTION) IS COMING DUE IN 10 HOURS. THEY DUE NOT WISH IME.		
TO COMPLY V Discrepancy: 1 BOTH LEFT A	VITH THIS 04 ND RIGHT	HEAT EXCHA	NGER BUTTERFLY VALVES DO NOT MOVE.		
Corrective Acti REMOVED RI INSTALLED N	GHT AND EW BUSH	LEFT HEAT EX INGS S2323-1	KCHANGER BUTTERFLY VALVES. , AT CONTROL VALVE ARMS. RE-INSTALLED LEFT AND RIGHT VES. OPERATIONAL CHECK GOOD AT THIS TIME. WORK		
PERFORMED Discrepancy:	105	- DIECD AID (	NIMP VALVE SEALS ARE BAD.		
Corrective AC REMOVED A	tion; 105 ND REPLA ER 2-03856	CED THE RIG 613-60. OPER	HT AND LEFT BLEED AIR DUMP VALVE SEALS WITH NEW SEALS  ATIONAL CHECK GOOD AT THIS TIME. WORK PERFORMED I/A/W		
CESSNA 421 Discrepancy: FOUND COF	106 ROSION U	JNDER THE LI	EFT WING AUXILIARY FUEL TANK AFTER IT WAS REMOVED FOR		
OTHER MAI Corrective A REMOVED STRAP BRA	NTENANO ction: 106 AUX FUEL (CKETS A)	TANK HOLD [ ND TOP OF W	DOWN STRAPS BRACKETS. CLEANED ALL CORROSION FROM ING SKIN. ETCHED, ALODINED AND PAINTED SKIN AND BRACKETS. DOWN STRAPS AND BRACKETS BACK ONTO AIRCRAFT. WORK		
RE-INSTAL PERFORME	ED I/A/W C	ESSNA 421 A	MM 15-50 AND AMM 9-20.		

2 ■	YEAR	RECORDING TACH	TODAY'S     FLIGHT	TOTAL TIME IN	<b>Description of Inspections, Tests, Repairs and Al</b> Entries must be endorsed with Name, Rating and Certificate N	
1072	20 <u></u> Date	TIME	, Lidiii	SERVICE	Technician or Repair Facility. (See back pages for other specific	
, , , , , , , , , , , , , , , , , , ,		1	{ I	. 1		
		crepancy: 107	CLEAD OF	I CCT CALOING	CANTED BEAM TO BE CRACKED.	•
	Co	rrective Action:	107			
	NU	MBER 505-403	0-35, AND I	VEW MIDDLE S	CANTED BEAM. INSTALLED NEW AFT BULKHEAD, PART SUPPORT CAP PART NUMBER 505-4030-34S OF LEFT SIDE A 421C AMM CHAPTER 15, AND AC43.13-1B.	
	Dis LE	crepancy: 108 FT ENGINE OIL	. FILTER M			
	FA	rrective Action; BRICATED AND RFORMED PER	O INSTALLE		TO THE LEFT ENGINE OIL FILTER MOUNT AS NEEDED. WORK	
	Dis	crepancy: 109 UND LEFT ENC	SINE OUTB		E BEAM TO BE CRACKED.	
	FA		) INSTALLE		TO LEFT ENGINE OUTBOARD ENGINE BEAM I/A/W DERT-	
	OF	REPAIR SCHE NTHS, VISUA	ME, INSPE	ECTION REQU CT THE REPAI	SPARLING, DATED 8/8/11. PERFORMED ALL PARAGRAPHS IREMENTS: AT A PERIOD TO NOT EXCEED EVERY 12 R AREA TO INSURE THERE IS NO ADDITIONAL CRACKING.	
	Dis	LED OUT AND screpancy: 110			337. ILLER NECK DRAIN LINE CORRODED, AND BROKEN IN HALF.	
	Co	rrective Action;	110		JARY NACELLE FUEL TANK FILLER NECK DRAIN LINES FOR	
	LE	FT AND RIGHT screpancy: 111				
			Castin	in brus	next page. (IB)	
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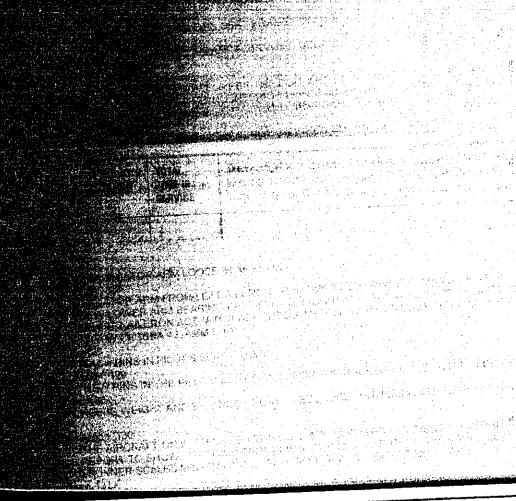
· 	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
	BOX IS SEVER	ELY CORR	ODED AND C	BLADDER NIPPLE BROKEN OFF, AND THE ALUMINUM CARRYING COMING APART.  ND BLADDER SUPPORT BOX FROM AIRPLANE. INSTALLED NEW
<u> </u>	RUBBER LEFT AND FUEL CEL	NACELLE I LS, INTO A	FUEL BLADD IN USED SER LE ELIEL TAN	ER PART NUMBER 4941-3, SERIAL NUMBER 585, FROM FLOATS RVICEABLE FUEL TANK BOX PART NUMBER 5156103-1.  IK BOX AND FOUND GOOD FOR SERVICE. INSTALLED AFT LEFT NACELLE. NO LEAKS NOTED AT THIS TIME. WORK
·	PERFORMED I	/A/W CESS	NA 421C AM	M 9-20.
	Corrective Actic	in: 112 AND INSTAI	LLED PATCH	NGINE COWLING'S AFT SUPPORTS ARE CRACKED.  LES AS NEEDED FOR THE LEFT AND RIGHT OUTBOARD ENGINE  43.13,18.
	Discrepancy: 11	I3 ID RIGHT E		OTTLE CABLES HAVE COME APART AT FUEL SERVO.
	REMOVED OLI CABLE PART I INTO AIRPLAN AS NEEDED. 1	D LEFT ANS NUMBER 99 IE. RE-SEA WORK PER	910272-29, AN ALED FUSEL/	ROTTLE CABLES. INSTALLED NEW LEFT ENGINE THROTTLE ND RIGHT ENGINE THROTTLE CABLE PART NUMBER 9910272-28 AGE PASS THROUGH ON BOTH SIDES, AND RIGGED THROTTLES LW CESSNA 421C AMM 7-50.
	Discrepancy: 1	14 HT ENGINE	E POP OFF V	ALVE DRAIN LINES HAVE HOLES CHAFED INTO THEM.

	YEAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations. Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
			i		
		VALVE DRAIN LI Discrepancy: 115			and the control of th
		RIGHT ENGINE!	MANIFOLI		LINE IS CHAFED INTO.
				D PRESSURE	LINE FROM RIGHT ENGINE. INSTALLED NEW MANIFOLD 09-58, FROM RIGHT ENGINE TO NACELLE FIRE WALL.
		MANIFOLD OPE	RATIONA	L CHECK GOO	JU
		Discrepancy: 116 RIGHT ENGINE EXHAUST Y-PIP	VACUUM	HOSE IS BUR	NT, BECAUSE IT IS TOO SHORT CAUSING IT TO LAY ON THE
		Corrective Action	: 116	HOSE EDOM	RIGHT ENGINE, INSTALLED NEW 7' LENGTH OF PART NUMBER
/		MIL-DTL-6000D-	5/8 RUBB	ER HOSE WIT	TH NEW FIRE SLEEVE PART NUMBER 05-01841.
			UTBOAR		ALVE THREADS ARE STRIPPED.
		OUTBOARD FU	LEFT EN EL DRAIN	VALVE IN 10	ARD FUEL DRAIN VALVE. INSTALLED NEW LEFT ENGINE LOWER ENGINE NACELLE, NO LEAKS NOTED.
		Discrepancy: 11 RIGHT M/L/G U	P/DOWN I	HYDRAULIC C	YLINDER REPAIR. FOLLOWING RIGHT M/L/G UP LANDING.
			RIGHT M		ILIC CYLINDER PART NUMBER 9910136-2. INSTALLED  LIC CYLINDER PART NUMBER 9910136.2, SERIAL NUMBER 3821,  LIC CYLINDER PART NUMBER 3821, DATED 1/5/2011, INSTALLED NEW
			ITAL JET NG PART	NUMBER 572	7005-11 INTO THE CYLINDER, OPERATIONAL AND LEAK CHECK
		_	Cunt	inucal o	n next page. (30)
		1 130	Your Charles	10 E 1 2 7 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
		1 0 3 4/3 17 18 18 18 18 18 18 18 18 18 18 18 18 18			
		WAR.	TAS A CASA		
		a Creati	F-145 1	4-5- <b>7-7-408</b>	
		0.000	of turba		<b>罗斯勒德的 "这样,我们们们们,这是这一点是是他,这种人的人们也是这个人,这么是这样的人的,也不是一个人的人。"</b>
		MGINE C	A - LENCANE		
		MONFOLEN	LET I SN		
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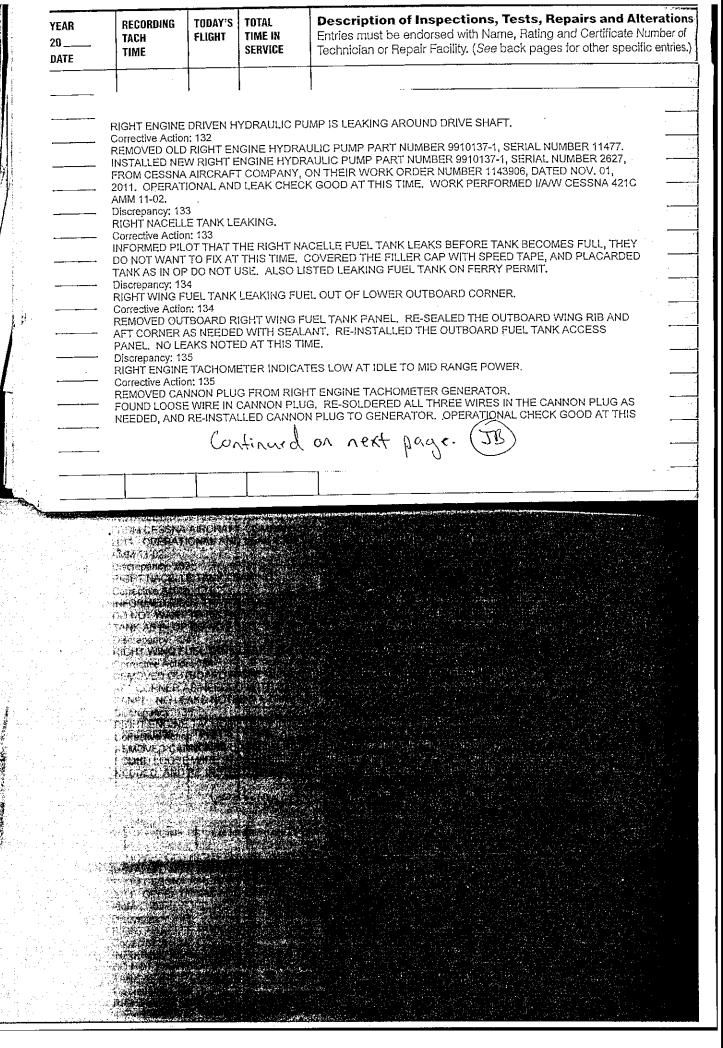


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F				
			,l <u>,                                   </u>	
	GOOD AT THIS	S TIME, WO	ORK PERFOR	RMED I/A/W CESSNA 421C AMM 4-31, 4-30.
		19 MEND, 39-1	16703 DATEE	0 6/17/11 (CONTAMINATED HALON 1211 IN THE HAND HELD FIRE
:	Corrective Action	on: 119		SMENT 20 16702 DATED 6/17/11 (CONTAMINATED HALON 1211 IN
	COMPLIED WI	TH AD 11-1	11-04 AMENU YTINGHISHE	R BOTTLE PART NUMBER 863520-00). AD DOES NOT APPLY, THAT
: * - *.	FIRE EXTINGL	JISHER PA	RT NUMBER	NOT INSTALLED IN AIRCRAFT.
	Diographicu: 1	20		
· <u></u>	LEFT ENGINE	<b>FUEL PRE</b>	SSURE CON	ITROLER BRACKET CRACKED.
	Corrective Action	on: 120	ALED NEW	LEFT ENGINE FUEL PRESSURE REGULATOR MOUNT BRACKET.
	Discrepancy: 1	21		· · · · · · · · · · · · · · · · · · ·
	_ #2 & #3 CYLIN	DER EGT !	PROBES BAI	D ON LEFT ENGINE.
		101		
	REMOVED OL	D EGT PR	OBES FROM	LEFT ENGINE. INSTALLED TWO NEW EGT PROBES PART NUMBER 2 & 3, ON LEFT ENGINE. OPERATIONAL CHECK GOOD
	NUMBER M-11 AT THIS TIME	11-G, INTO	CTLINDERS	MOMBELLY 2 & St. CIV 221 - 21/CS. Tar.
·, ——	Discrepancy: 1	22		
	- AIRCRAFT RE	QUIRES F	AINT WORK	
	- 45 4 15			
-	<ul> <li>RE-PAINTED</li> </ul>	THE BOTT	OM OF BOT	HENGINE NACELLES, AND TOP COWLING'S AS NEEDED.
	Discrepancy: 1  — RIGHT AILER	123 On conti	OL CARLE L	S KINKED.
	<ul> <li>RIGHT AILER</li> <li>Corrective Act</li> </ul>	ion: 123	OL ONDEL	
	- Onlinging Not			
		C	untinu	ed on next page. (301) —
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DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
	5000008-97. RIC	GED, AND	CABLE. INS	TALLED NEW RIGHT AILERON CONTROL CABLE PART NUMBER RAVELS.
	- · · · · · · · · · · · · · · · · · · ·	1		NOT WORKING.
	Corrective Action TROUBLESHOT BEEN PULLED I CANNON PLUG	i: 124 "SYSTEM, LOOSE UP AND SECU	AND FOUND	CANNON PLUG GOING TO LIGHT DIMMER SWITCHES HAD CONSOLE REASSEMBLY, RECONNECTED DIMMER SWITCH EDED, LANDING GEAR GREEN LIGHTS OPERATIONAL CHECK
	GOOD AT THIS Discrepancy: 12	1		OLS DUE NOT GO PAST THE FEATHER GATE.
	BOTH LEFT AN Corrective Action	D RIGHT P n: 125 TH LEFT AI .ES IN CON		ROPELLER CONTROL CABLES IN ENGINE COMPARTMENT, TO D PAST THE FEATHER GATES. OPERATIONAL CHECK GOOD.
	TAIL NAV LIGH Corrective Actio REMOVED OLD ASSEMBLY. O	T IS IN OP. n: 126 D LAMP, IN PERATION	ISTALLED NE	EW LAMP PART NUMBER 50911-001 INTO THE TAIL NAV LIGHT COOD AT THIS TIME.
	Discrepancy: 12 BATTERY BOX	27 (SEAL CAN	ΛΕ APART.	<del></del>
	Corrective Actio	on: 127 E REMAINI	DER OF THE	OLD BATTERY BOX SEAL. INSTALLED NEW BATTERY BOX SEAL.
	PART NUMBER	R R581546	AS NEEDED	10 THE BOX.
	_ Discrepancy: 12	28	1	on next page. (IB)
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	CARACTER CONTROL CONTR			
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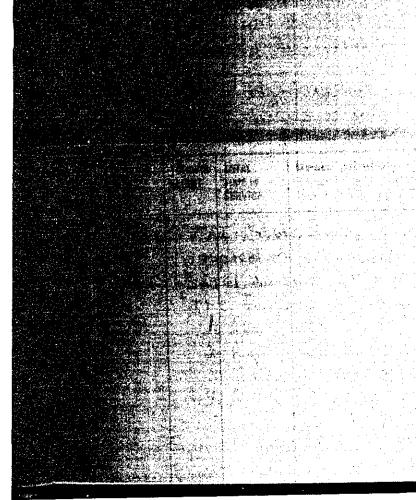
	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Altera</b> Entries must be endorsed with Name, Rating and Certificate Numl Technician or Repair Facility. (See back pages for other specific e	ber of ntries.)
_	RE-INSTALLED PERFORMED	n: 120 FUATOR AF W LOWER ) LEFT AILE MAW CESS	RM FROM LEF ARM BEARIN ERON ACTUA NA 421AMM	T AILERON. REMOVED SET TO AILERON. REALERON. WORK TO ARM INTO AILERON. RE-INSTALLED LEFT AILERON. WORK 5-10.	
-	Corrective Action INSTALLED No Discrepancy: 1	on: 129 EW PINS IN .30 -EDS MEIG	THE PILOT	S SEAT FRAME FOR THE BUSING INTERIOR PANELS AND ANCE UPDATED BECAUSE OF MISSING INTERIOR PANELS AND	
-	SEATS. Coreective Ac WEIGHED TH	tion: 130 IE AIRCRAI EPORT TO :	T ON WHEE	ILS PER THE POH, AND UPDATED THE AIRCRAFT WEIGHT AND USED NO INTERIOR IS INSTALLED, AND ONLY ONE RADIO, SCALES USED 500014-01 AND NEXT DUE CERTIFICATION 10/2012.	
_	Discrepancy: LEFT ENGIN Corrective A REMOVED INSTALLED	131 IE ALTERNA ction: 131 OLD LEFT E NEW LEFT 0136726. O	ATOR OUT LI	GHT IS NOT ON WHEN ENGINE NOT RUNNING.  CRNATOR OUT LIGHT SENSOR PART NUMBER 9910094-4, SERIAL FERNATOR OUT LIGHT SENSOR PART NUMBER 9910094-4.	
_	421C AMM Discrepance	13-22.		d on next page. (JB)	





YEAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alte Entries must be endorsed with Name, Rating and Certificate Nu Technician or Repair Facility. (See back pages for other specific	mber of
-					-
<del> </del>			ED I/A/W CES	SSNA 421C AMM 7-80.	
<del></del>	Discrepancy: 13 LEFT HYDRAU	36 JLIC FLOW	ANNUNCIAT	OR DOES NOT EXTINGUISH WHEN ENGINE IS RUNNING.	
	Corrective Action REMOVED THE OPERATIONAL	on: 136 E LEFT HYI L CHECK G	DRAULIC FLO	OW SWITCH. CLEANED AND PRESSURE TESTED SWITCH, STALLED SWITCH BACK INTO WING LEAK, AND OPERATIONAL PERFORMED I/A/W CESSNA 421C AMM 11-10.	-
	Discrepancy: 1 PILOTS SEAT	37 , LEFT SIDI			
	NUMBER 0812 SEAT. INSTAL DON'T WANT	E BROKEN 1735-3 LEFT LED BROK TO FIX AT	SIDE PIVOT EN PIVOT A	PIVOT ARM FROM THE PILOT'S SEAT. REMOVED THE SAME PART FARM FROM CO-PILOT'S SEAT, AND INSTALLED ONTO PILOT'S RM ONTO CO-PILOT'S SEAT. INFORMED OWNER/PILOT, THEY PLACED BROKEN PIVOT ARM ON FERRY PERMIT.	
·		GATE STIC	KS CLOSED	. LEFT ENGINE OVER BOOSTS WHEN THROTTLE ADVANCED.	±
-	INSTALLED O	E LEFT EN VERHAULE OM KELLY	D LEFT TUR AEROSPACE	E GATE PART NUMBER C165006-0113, SERIAL NUMBER VKL0102. BO WASTE GATE PART NUMBER 481064-9001, SERIAL NUMBER E ENERGY SYSTEMS, ON THEIR WORK ORDER NUMBER M238160, L CHECK GOOD, NO LEAKS NOTED AT THIS TIME. WORK	
	PERFORMED Discrepancy: 1	I/A/W CES	SNA 421C AN		
	. Corrective Acti	· ·	م لم	next page (JB)	•——

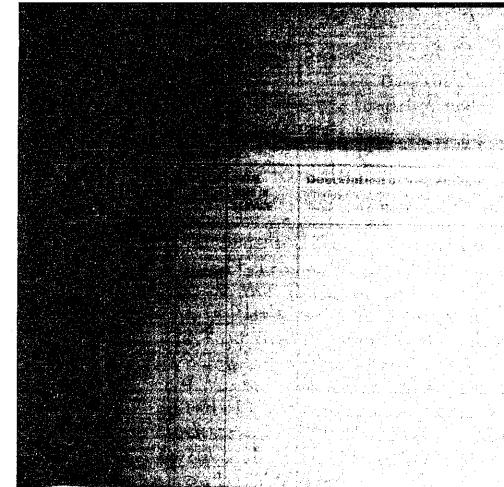
INSTALLED NEW RETAINER BRACKET PART NUMBER SAID/204 TO THE LOWER SIDE OF THE AFT PRESSURE BULKHEAD, CLOSG OUT PANEL, INSTALLED NEW 1/4 TURN FASTENERS INTO BRACKET. Disarpancy. He was a second of the	EAR	RECORDING TACH	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alteral Entries must be endorsed with Name, Rating and Certificate Number Technician or Repair Facility. (See back pages for other specific en	er ọ
PRESSURE BULKHEAD, CLOSE OUT PAREL. INSTALLED NEW DISCREPANCY. 140  LEFT ENGINE OIL LINE B-NUT SLEEVE CRACKED, FROM TURBO WASTE GATE TO OIL FILTER  ADAPTER.  Corrective Action; 140  REMOVED CRACKED SLEEVE FROM OIL LINE. INSTALLED NEW SLEEVE AND ORIGINAL B-NUT, AND RE-PLARED THE OIL LINE FROM THE LEFT ENGINE TURBO WASTE GATE TO THE OIL FILTER FITTING AS NEEDED. NO LEAKS NOTED AT THIS TIME.  Discrepancy: 141  RIGHT ENGINE, WHEN LEFT MAG SWITCHED OFF ENGINE DIES. NO MAG DROP ON RIGHT MAG.  Corrective Action: 141  TROUBLESHOT RIGHT P-LEAD, REMOVED AND CLEANED TO CANNON PLUGS ONE IN WING ROOT, THE OTHER IN LOWER SIDE CONSOLE, RE-INSTALLED CANNON PLUGS. FOUND RING TERMINAL TO BE COMING OFF, REMOVED AND REPLACED RING TERMINAL AT MAGNETO. P-LEAD  OPERATIONAL, CHECK GOOD AT THIS TIME.  The aircraft, aiframe, aircraft engine, propeller or appliance identified above was repaired and inspected in The aircraft aiframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with the current regulations of the Federal Aviation Administration and was found airworthy and is approved for return to service, with the following unairworthy items listed in the next airframe logbook entry, and a special tight permit for this aircraft. Pertinent details of the repair are on file at this repair station.  Signed:  Tri-State Aero, Inc. CREATTRIOZC 6181 Flightline Drive Evar(sville, Indiana 47725 812-426-1221	ATE	TIME		JEHTION	learning ropes.	-
PRESSURE BULKHEAD, CLOSE OUT PAREL. INSTALLED NEW DISCREPANCY. 140  LEFT ENGINE OIL LINE B-NUT SLEEVE CRACKED, FROM TURBO WASTE GATE TO OIL FILTER  ADAPTER.  Corrective Action; 140  REMOVED CRACKED SLEEVE FROM OIL LINE. INSTALLED NEW SLEEVE AND ORIGINAL B-NUT, AND RE-PLARED THE OIL LINE FROM THE LEFT ENGINE TURBO WASTE GATE TO THE OIL FILTER FITTING AS NEEDED. NO LEAKS NOTED AT THIS TIME.  Discrepancy: 141  RIGHT ENGINE, WHEN LEFT MAG SWITCHED OFF ENGINE DIES. NO MAG DROP ON RIGHT MAG.  Corrective Action: 141  TROUBLESHOT RIGHT P-LEAD, REMOVED AND CLEANED TO CANNON PLUGS ONE IN WING ROOT, THE OTHER IN LOWER SIDE CONSOLE, RE-INSTALLED CANNON PLUGS. FOUND RING TERMINAL TO BE COMING OFF, REMOVED AND REPLACED RING TERMINAL AT MAGNETO. P-LEAD  OPERATIONAL, CHECK GOOD AT THIS TIME.  The aircraft, aiframe, aircraft engine, propeller or appliance identified above was repaired and inspected in The aircraft aiframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with the current regulations of the Federal Aviation Administration and was found airworthy and is approved for return to service, with the following unairworthy items listed in the next airframe logbook entry, and a special tight permit for this aircraft. Pertinent details of the repair are on file at this repair station.  Signed:  Tri-State Aero, Inc. CREATTRIOZC 6181 Flightline Drive Evar(sville, Indiana 47725 812-426-1221			<b></b>	ļ		_
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YEAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
nate:	11/14/11	TR	T- Stat	Aero Inc has completed an annual
Hm: 49		. 00	1000	Lan aircraft Cessia 421C
ACTES		Cer	la sum	her, 1210 Olbs, N.11/1 X and Touris
	ļ	+/	P Follo	was your worthy items.
:: :		1:	(CO-P.1	ofis sat left pivot arm broken
		<u> </u>	Right	gacelle aux Fuel tank leaks
		3	Jaterio	is not installed. Only crew seats
		<del>  4</del>	Numbe	er I communications radio is not installed
-	<u> </u>		101	- and iscal for propagational
		Spec	h Fligh	s permit issued for operational  s, required to be completed before
	<u> </u>	1 Lich	T chec	on FVV Operational Checks
ļ		Chr	17000	and found to be satisfactory by
ļ ——	<del></del>	l l	Y	
1		000	Time	Special flight permit issued for NOVITX
]		fc~v	N EVV	Special flight permit issued for NOMIX to CHA. This gircraft has been
		insn	adted as	ill has been french sate toff the menaror
		Flight	HALLS	preal Flight Resont detect 11 17 11 AHTRIOSE

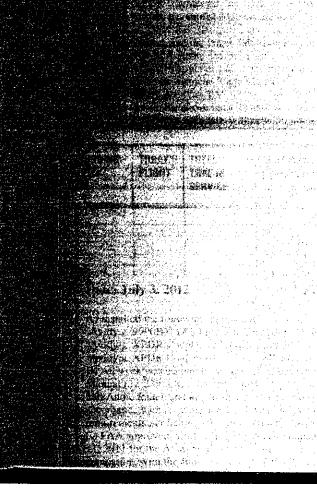
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YEAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	<b>Description of Inspections, Tests, Repairs and Alterations</b> Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
Date: 12/1 HM: 494 ACT 598	9. 1 air	co-Pi	Cessaa Followia of's sec	1. has completed an annual inspection on 421C, Social number: 421C0165, NOTITX and unairmorthy items:
	3. 4. Sp.	John Numb	risnot er I (un light per	installed Only Crow Scorts.  installed Only Crow Scorts.  munications radio is not installed  nit issued For operational Flight Checks.  Inpleted before departing from EVV  Completed and found to be Satis Factory by
	EV	co to	und Sont	Flight premit issurd For NIIITX. From This aircraft has been inspected and has e For the intended Flight THW Special ated afril Will Mik ATTR 102C Failed (JB)



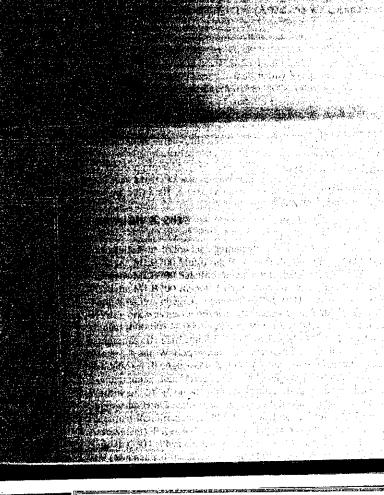
YEAR 20 DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
1/5/12 Hm: 49 1 ACTE: 5	18.5 980.5	gicere	ft less the F	o Inc. has completed an annual inspection on na 421 C. Serial number: 42100165, NITTX and ollowing unair worthy items:
		2 Ric 3 In	ht nace	Scat left pivot arm broken.  lle aux fuel tank looks.  not installed only crow scats  unnupications cadio is not installed
	<u></u>	ecial	Elight Erquiere	permit issued for operational Flight L to be completed before departing from EVV seks Completed and found to be Setis Factory
		my f	VV to	CHA: This aircraft has been inspected issued sofe for their transfer of the sold of the sold is the sold of the so
	<u> </u>	prejal	flight	permit datal 1/5/12 W/ 1/2 ()

(EAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Entries must be e	f Inspections, Tests endorsed with Name, Ra pair Facility. (See back p	ting and Cert	ificate Number of
	A) Instal	uly 3, 2012	viae equipment	108 Nowlin Chattano CRS # TA4R53 N711TX	rionics, Inc. Lane, Hangar 21 oga, TN 37421 37M (423) 499-1100 S/N: 421C0165	•	Hobbs: 4985.6
	-Avidyne B) All w Avidyne 43.13-2E (Structur Interfere. Feed Lin TCAS S C) The A Installar within the	TCAS L-Bapter 3 (Cal Support), all Support	an Bottom Antomplished in acc 13CH; Avidyne Antenna Install 304 (Physical Intechnical Installe two Avidyne AA Form 337 de 615 was opera STC, and AC43 pecified in the fithe pilot to ensu	enna P/N S72-1750-32 cordance with DER dra Traffic Advisory Systations) Paragraph 301 (Interference), 306 (Antellation), 310 (Ground PTCAS L-Ban Antenna ated 7/3/2012. tionally tested and was 13-2B. A new empty tight manual. The new		n bottom of airc and N711TX-00 2351) Rev. 04, 2 (Additional Re a Bonding), 308 ad Composite]), istallation of an the above liste	Oct. 2005; and AC eferences), 303 3 (Electromagnetic and 311 (Antenna Avidyne TAS615 ad DER Drawings, The new C.G. falls aircraft capability. It
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Star Avionics, Inc.  108 Nowlin Lane, Hangar 21 Chattanooga, TN 37421 CRS # TA4R537M (423) 499-1100 Date: July 3, 2012 N71ITX S/N: 421C0165 Hobbs: 4985.6  A) Installed the following equipment: -Avidyne 9900BX TAS Processor P/N 70-2420-[8TAS615] S/N M122169782 at F.S. 23.00 in nose of aircraftAvidyne YPDR Coupler #1 P/N 70-2040 S/N M122069532 at F.S. 103.50 behind the center instrument panelAvidyne XPDR Coupler #2 P/N 70-2040 S/N M122069532 at F.S. 103.50 behind the center instrument panel. B) All work was accomplished in accordance with STC SA02013CH and the Avidyne Traffic Advisory System Installation Manual (32-2351) Rev. 04, Oct. 2005. The Avidyne TAS 615 is connected to the Avidyne EX600 MFD, the Garmin GMA 340 Audio Panel, and the Pilot's Encoding Barometric Altimeter for altitude information. All test were conducted in accordance with Avidyne Traffic Advisory System Post Installation Performance Testing Procedures, System met accuracy requirements per Instructions for Continued Airworthiness for STC SA02013CH. C) FAA approved Airplane Flight Manual Supplement (600-00281-000) Rev. 00 dated May 02, 2011 and ICA dated March 11, 2011 for the Avidyne TAS 615 was provided. The Avidyne TAS 615 was operationally tested and was found to be compatible with the above listed Installation Manual, ICA, and AFMS. A new empty aircraft weight and balance was calculated. The new C.G. falls within the limits as specified in the flight manual. The new electrical load does not exceed 80% of the aircraft capability. It is the responsibility of the pilot to ensure correct weight and balance before each flight.  Details are on file at Star Avionics, Inc. under W.O. # 32023.	AR ——— ITE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Entries must be er	Inspections, Tests, Repartment of the Inspections, Tests, Repartment of the Inspection of the Inspecti	nd Certificate Number of						
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		- Avidyne B) All wo Manual (i. 340 Audi accordanc requireme C) FAA a 11, 2011 compatib calculated of the aird	XPDR Court was account was account was account and account and account and account and account	upler #2 P/N 70 omplished in a ev. 04, Oct. 20 d the Pilot's Endyne Traffic A tructions for Corplane Flight Ndyne TAS 615 above listed Ins. C.G. falls with lity. It is the re	0-2040 S/N M12206916: ccordance with STC SA: 05. The Avidyne TAS 6 acoding Barometric Altinution of the Avidyne TAS 6 acoding Barometric Altinution of the Avid Stallation Manual, ICA, in the limits as specified sponsibility of the pilot	O at F.S. 103.50 behind the center in 2013CH and the Avidyne Traffic 5 is connected to the Avidyne EX patter for altitude information. All the callation Performance Testing Process STC SA02013CH.  -00281-000) Rev. 00 dated May 00 year TAS 615 was operationally tested AFMS. A new empty aircraft with the flight manual. The new election of the content	nstrument panel. Advisory System Installation 600 MFD, the Garmin GMA est were conducted in edures. System met accuracy 2, 2011 and ICA dated March sted and was found to be veight and balance was trical load does not exceed SO% the before each flight.						
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YEAR 20 Date		TODAY'S Flight	TOTAL Time in Service	Entries must be end	<b>nspections, Tests, Re</b> Jorsed with Name, Rating a ir Facility. ( <i>See</i> back pages	and Certificate Number of	
	A) Removed -Garmin GN -Garmin GA -Garmin GA B) Installed -Garmin GN -Garmin GN -Garmin GN -Garmin GA C) All work Manual P/N IFCS, Avidy The #1 and # D) FAA app Rev. B dated system was d	Star A vionics, Inc.  108 Nowlin Lane, Hangar 21  Chattanooga, TN 37421  CRS # TA4R537M (423) 499-1100  Date: July 3, 2012  N71TX  S/N: 421C0165  Hobbs: 4985.6  A) Removed the following equipment:  Garmin GNS 430 P/N 011-00280-10 S/N 97126600 from F.S. 113.00 in the center instrument panel.  Garmin GNS 430 P/N 011-00280-10 S/N 97126625 from F.S. 113.00 on top of aircraft.  Garmin GNS 430 P/N 011-00134-00 S/N 59405664 from F.S. 113.00 on top of aircraft.  Garmin GA 56 Antenna P/N 011-00134-00 S/N 59405674 from F.S. 113.00 on top of aircraft.  B) Installed the following equipment:  Garmin GNS 430W P/N 011-01060-40 S/N 97104435 in F.S. 121.00 in the center instrument panel.  Garmin GNS 430W P/N 011-01060-40 S/N 97104435 in F.S. 122.40 in the center instrument panel.  Garmin GNS 430W P/N 011-01060-40 S/N 97104435 in F.S. 113.00 on top of aircraft.  Garmin GNS 430W P/N 013-00235-00 S/N 78517 from F.S. 113.00 on top of aircraft.  C) All work was accomplished IAW Garmin STC SA01933LA-D, Garmin 400W/ 500W Series STC Upgrade Installation Manual P/N 190-00357-06 Rev. D, March 2008. The Garmin GNS 430W is connected to the Pilot's HSI, ARC 800B IFCS, Avidyne EX600 MFD, Garmin GMA 340, and to the Dual Garmin GTX 327 Transponders for altitude information The #1 and #2 WAAS Antennas were installed in existing holes and doublers.  D) FAA approved Airplane Flight Manual Supplement for Garmin GNS 430W dated July 31, 2009 and Garmin Dual GNS 430W system was operationally tested and was found to be compatible with the above listed Flight Manual Supplement and System was operationally tested and was found to be compatible with the above listed Flight Manual Supplement and System was operationally tested and was found to be compatible with the above listed Flight Manual Supplement and System was operationally tested and was found to be compatible with the above listed Flight Manual Supplement and System was operationally tested and was found to be compatible with the above listed Flight Manual Supplement and System was operationally					
	It is the response	onsibility	of the pilot to e	ce was calculated. The ne consure correct weight and	w C.G. falls within the limits as balance before each fight	specified in the flight manual Supplemental Specified in the flight manual Specified in the flight manual Specified in the flight manual Supplemental Specified in the flight manual Specified in the flight manual Supplemental Specified in the flight manual Specifi	
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ensure correct weight and balance before each flight,

Details are on file at Star Avionics, Inc. under W.O. # 32023.

Star Avionics, Inc. RE YEAR 108 Nowlin Lane, Hangar 21 TA( 20 TIN Chattanooga, TN 37421 DATE CRS # TA4R537M (423) 499-1100 Hobbs: 4985.6 S/N: 421C0165 N711TX Date: July 5, 2012 A) Installed the following equipment: -Avidyne MLB700 MultiLink Broadcast Receiver P/N 700-00159-001 S/N M121465829 at F.S. 39.50 in nose of aircraft. -Avidyne MLB700 Satellite Antenna P/N 200-00176-000 S/N M139489 at F.S. 203.75 on top of aircraft. -Avidyne MLB700 Remote Control Antenna P/N 200-00175-000 S/N M125209 at F.S, 170.00 under cabin headliner. -King KA-39 Voltage Converter P/N 071-1041 S/N 24137 at FS. 137.00 under Copilot's seat. B) All work was accomplished referencing STC SA00258BO; the Avidyne MLB700 Broadcast Datalink Receiver Installation Manual (600-00174-000) Rev. 04, May 13, 2008; and in accordance with the FAR AC 43.13-2B Chapter I (Structural Data) paragraphs 101 (Structural Design Process), 103 (Static Loads), 104 (Structural Sizing and Analysis), 105 (Static Tests), 106 (Materials and Workmanship). 107 (Material Strength Properties and Design Values), 108 (Fasteners), 109 (Protection of Structure), 110 (Accessibility), 111 (Affects on Weight and Balance), 112 (Affects on Safe Operation) pages 1 thru 8; Chapter 2 (Communication, Navigation, and Emergency Locator Transmitter System Installations) paragraphs 201 (Hazards and Warnings), 202 (Considerations when installing Avionics Equipment), 204 (Other Mounting Areas), 205 (Fabrication of Supporting Brackets for Attachment to Structure Other Than Plooring), 206 (Reinforcement of supporting Structure), 207 ( Electrical Requirements), 208 (Electrical Load Analysis), 209 (Electromagnetic Compatibility), and 210 (Functional Hazard Assessment), Pages 9 thru 22; and Chapter 3 (Antenna installation) paragraphs 301 (Hazards and Warnings), 303 (Structural Support), 304 (Physical Interference), 306 (Antenna Location), 307 (Antenna Bonding), 308 (Electromagnetic Interference), 309 (Mechanical Installation), and 311 (Antenna Feed Line Balun) pages 23 thru 28. The Avidyne MLB700 is connected to the Avidyne EX 600 MPD, the Garmin GMA 340 Audio Panel, and the airctaft avionics buss through a Klixon 2 amp circuit breaker (P/N 7277-2-2). The circuit breaker was placarded "XM". The King KA-39 is connected to the power outlets located on the tables in the cabin and the aircraft avionics buss through a Klixon 5 amp circuit breaker (P/N 7277-2-5). The circuit breaker was placarded "PWR Converter". C) FAA approved ICA (AVSSG-008) Rev. 04 dated September 27, 2007 for the Avidyne MLB700 was provided. The Avidyne MLB700 was operationally tested and was found to be compatible with the above listed Installation Manual, ICA, and AC43.13-2B. A new empty aircrast weight and balance was calculated. The new C.G. falls within the limits as specified in the flight manual. The new electrical load does not exceed 80% of the aircraft capability. It is the responsibility of the pilot to

felfrey K. Miller

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DATE				423-499-110	0			
	N711TX	CESSNA 4210	3	5/N 421C0165	НМ	1: 4985.6	7-5-2012	
	REMOVED ALL INTERIOUPHOLSTERY. SEE ATTREPLACED THE PILOTS PILOTS SEAT, LH/OUT. PILOT & CO-PILOTS SI PAINTED & INSTALLED INTERIOR CARPETING SAFTETY PRODUCTS, THIS FACILITY UNDER RANDALL MOATS  RANDALL MOATS  FOR: STAR AVIATION	FACHED BURN S SEAT PEDIST, BOARD PIVOT DE WINDOW D. REPLACED, FAA CRS#XWJ W/O M5450.  A&P 333680: A	CERTS. REIN AL BASE P/N ARM, P/N C FRIM PANEL BOTH LEFT A FHE LOWER R831X. SEE A END	15015079-16Z W 1812735-350Z W 1812735-350Z W 18 P/N 5119101-1 14 ND RIGHT, WIN 15 CABIN DOOR SN 16 ATTACHED 8130	ATH A USED SER TTH A USED SER 13 LH & 511910 G LOCKER DOO UBBER, ALL SEA -3'S, DETAILS O	RVICEABLE UNIT. R RVICEABLE ARM. RE 01-14 RH, TRIMMED R SEALS, P/N R581 NT BELTS REWEBBE	EPLACED THE PLACED THE O, FITTED, 535 AND D BY AVIATION RE ON FILE AT	
-	voltage relays as per s 357487-242. Tested s All work accomplish approved for return to	ed IAW AC43.13 o service in respe	:-1B/2A, Cessi ect to work per		ce manual, and all	I applicable FAR's. I o	certify this aircran	15
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YEAR 20	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE

Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

## **Prairie Star Aviation**

2/12/13 N711TX TCM

Cessna 421C GTSIO-520-L S/N: 421C0165

Hobbs: 5071.6

AFTT: 6067.6

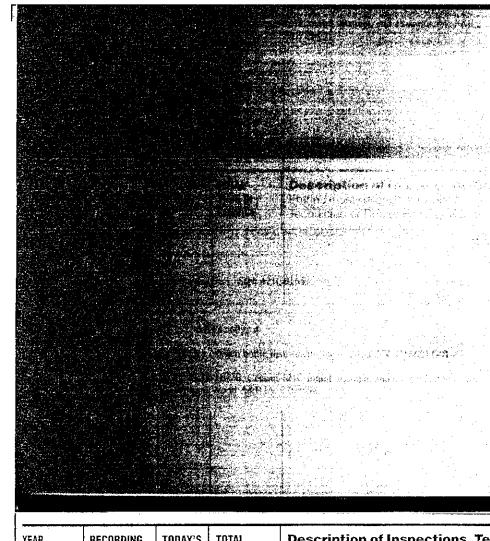
618.262.6464 Mt. Carmel Airport (AJG) 10188 Mt. Carmel Airport Ln. St. Francisville, IL 62460

- 1. Adjusted micro switch on Rt landing light to extend/retract properly.
- 2. Replaced Lt wing deice inspection light bulb P/N: GE1385
- 3. Replaced seal on Lt wing lower inboard fuel panel P/N:1556-2
- 4. Removed Rt wing aux fuel locker tank bladder and sent to FFC for repairs. Reinstalled repaired fuel bladder P/N:9941-4 with New inlet o-ring P/N: MS29513-250
- 5. Replaced ELT battery with Narco P/N: BP1010 battery. Next due: Feb 2015.
- 6. Replaced Instrument air filter P/N: AM103535IA. Next due: Feb 2013.
- 7. Replaced (16) brake linings with APS P/N: 66-066, brakes adjusted and services with 5606 fluid.
- 8. Replaced both Rt and Lt induction air filters Brackett P/N: BA-108.
- 9. Replaced Lt induction air scoop duct Ram P/N: 1151-1
- 10. Serviced all lubrication points according to Cessna MM lubrication chart.
- 11. Landing gear serviced with 5606 fluid and dry nitrogen to manufacturer specs.
- 12. Oxygen bottle removed and sent to Ameron Global Product Support RU2R148L for hydrostatic testing. Bottle re-installed and needs serviced with oxygen. Next hydro due: 12-2017
- 12. AD 95-09-13 due, all other AD's current through rev 2013-02.

All work accomplished IAW AC43.13-1B/2B, Cessna 421C maint, manual, GTSIO-520 overhaul manual and all applicable FARs, I certify this airframe has been inspected IAW annual inspection and a list of discrepancies and unairworthy items dated 2/12/13 has been provided to the owner.

William Wood A&P IA, 2769598

YEAR 20 Date	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Entries must be endorsed	ections, Tests, Repairs and Alteration of with Name, Rating and Certificate Number collity. (See back pages for other specific entries
		711TX FCM	Cessna 421C · GTSIO-520-L	S/N: 421C0165	Prairie Star Aviatio 618.262.6464 Mt. Carmel Airport (AJG 10188 Mt. Carmel Airport)
		iobbs: 5071.			St. Francisville, IL 624602
	—-				
	All work acco		AW AC43.13-1B William Wo	/2B, Cessna 421C maint. manual od A&P IA. 2769598	l, GTSIO-520 overhaul manual and all applicable FARse
	VALVE INSPEC	LIED WITH ES IN AC CTION DUE	AD 95-09-13 F CORDANCE V IN 600 HRS.	ALLH WEBA2-10 KT IN2150	421C S/N 421C0165 W.O. P25792W FUNCTIONAL CHECK BY TESTING THE FLOAT LLATION TEST, NO DEFECTS NOTED. RE-
	WORK	PERFOR	MCE OPERATION MED, THE AIR RETURN TO SERENCED WOL	ERVICE FOR DISCREPANT I	ERE INSPECTED AND, WITH RESPECT TO THE NENTS WAS FOUND AIRWORTHY AND IS TEMS LISTED. DETAILS ARE ON FILE UNDER
	SIGNE EA	GLE C	REEK AV	TATION SERVICES REPAIR STATION	S, INC FAA CERTIFICATED MV5R055N
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20 DATE	TACH TIME	FLIGHT	TIME IN SERVICE	Entries must be endorsed wit	th Name, Rating and Certificate Number of (See back pages for other specific entries.)
		•	•		Prairie Star
Ayia - 5/7/13 	fion N711TX Hobbs: 5096	Cessna 421 Ln. .4 AF	618.262.6464 Mt. Carmel Airport (AJG) 10188 Mt. Carmel Airport St. Francisville, IL 62460		
- All work	accomplished 4	.W.AC43.13		strument line. Cessna P/N; C166011-0 421C maint, manual, and all applicab 2769598	
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