

~~STAN~~

# AIRCRAFT TECHNICAL LOGS

Section 1. AIRFRAME

N421TK

AIRCRAFT

1. Nationality and Registration ~~E-GTMA~~ N421TK
2. Manufacturer's Designation 421C GOLDEN EAGLE
3. Manufacturer's Serial Number 421C0601
4. Type Approval or Specification Number F.A.A. T.C # A7CE
5. Date of Manufacture SEPT 27, 1978
6. Aircraft Inspection Cycle CAR 625 APP B P.1 & AAC

# AIR TIME AND

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD <small>NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE</small>
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD			1380	7	
			1428	7	

LEFT ENGINE C-GTMN 08-11-2012  
TCM - GTSIO-520-L - s/n 292395

Removed failed (dead short) starter motor (Hartzell Engine Tech. p/n MHJ-4003SR, s/n H-L040756). Installed overhauled (by Kelly Aerospace, w/o #M485910) starter (p/n 646275-1, s/n H032873). Operational check satisfactory. END.

E.A. Stanley

DATE	HRS.	MIN.	TOTAL HRS.	TOTAL MIN.
Aug 27 2012			7431	4
Aug 28	1	9		
Aug 29	3	4		
Sept 1	0	8		
Sept 2	1	8		
Sept 5	0	6		
Sept 9	0	6	7440	5

Date: August 27, 2012  
 Registration: C-GTMN  
 Type: Cessna 421C  
 S/N: 421C0601  
 TTAF: 7431.4

AVIATION UNLIMITED  
MAINTENANCE INC. **Piper**  
Transport Canada AMO 85-84

Inspected L/H and R/H Exhaust system in Accordance with AD 2000-01-16 Para "B" - . Completed. No faults found at this. Lubricated all exhaust slip joints and waste gate valve.

THE DESCRIBED MAINTENANCE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS.

Sept 10				
Sept 12	0	5	7441	6
			7441	0

**C-GTMN                      Cessna 421C                      s/n 421C0601**

Brant Aero  
Quality Maintenance and Avionics Since 1972  
Approved Maintenance Organization # 10-74  
Phone (519) 753-7022 | Fax (519) 758-0538  
<http://www.brantaero.com/>

**BRANT AERO**

10 September 2012 - Replaced Aspen ACU, s/n 1204, with ACU s/n 13289, and installed in #2 spot. Moved #2 ACU to #1 location. Replaced shorted trace and several components in autopilot computer, s/n 5241. Removed, bench checked, and reinstalled radar, s/n [redacted]. The maintenance described has been performed in accordance with applicable airworthiness requirements. Further details may be found at Brant Aero work order #12-23573. A.M.O. #10-74. [redacted]

Subject to satisfactory test flight [redacted]

CARRIED FORWARD

# ENGINEERING RECORD

INSPECTION, REPAIRS & REPLACEMENT  
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE  
NUMBER

809 2 100

809 2 100

## AIR TIME AND

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD <small>NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE ENTRIES.</small>
	HRS.	MIN.	HRS.	MIN.	

BROUGHT FORWARD 7441 0

<b>SEP 13 2012</b>	<del>0</del>		7441	0	<p>Date: September 13, 2012            Registration: C-GTMN            Type: Cessna 421C            S/N: 421C0601            TTAF: 7441.0hrs</p> <p style="text-align: right;"><small>AVIATION UNLIMITED MAINTENANCE INC. Piper Transport Canada AMO 65-94</small></p> <p>Changed LH starter, p/n 646275-1 s/n H032873 off, p/n MHJ-4003SR s/n H-M072835 installed.</p> <p>THE DESCRIBED MAINTENANCE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS.</p>
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<b>OCT 12 2012</b>	<del>0</del>		7449	7	<p>Date: October 12, 2012            Registration: C-GTMN            Type: Cessna 421C            S/N: 421C0601            TTSN: 7449.7hrs</p> <p style="text-align: right;"><small>AVIATION UNLIMITED MAINTENANCE INC. Piper Transport Canada AMO 65-94</small></p> <p>Owner reports R/H alternator INOP - found R/H alternator circuit breaker "popped". Visual inspection of alternator &amp; alternator wiring "OK". Reset circuit breaker, ground run &amp; function checked "OK"</p> <p>THE DESCRIBED MAINTENANCE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS.</p>
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<b>OCT 22 2012</b>	<del>0</del>		7449	7	<p>Date: October 22, 2012            Registration: C-GTMN            Type: Cessna 421C            S/N: 421C0601            TTSN: 7449.7hrs</p> <p style="text-align: right;"><small>AVIATION UNLIMITED MAINTENANCE INC. Piper Transport Canada AMO 65-94</small></p> <p>Checked LH tach generator for cause of failure - failure duplicated during initial ground run, indication started after engine warm up. Inspected tach generator connector OK. Function checked system with overhauled tach generator OK, no faults found. Replaced tach generator, s/n 96622 off, p/n MS25038-2 s/n 285673 on, ground run function checked OK at this time.</p> <p>THE DESCRIBED MAINTENANCE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS.</p>
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<b>JAN 05 13</b>			7466	1	
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CARRIED FORWARD

# ENGINEERING RECORD

INSPECTION, REPAIRS & REPLACEMENT  
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE NUMBER

Date: September 13, 2012  
Registration: C-GTMN  
Type: Cessna 421C  
S/N: 421C0601  
TTAF: 7441.0hrs



Changed LH & RH engine oil & filters, took oil samples, inspected oil filter elements for contamination - no contaminants found. Installed CH48111-1 oil filters, added Aeroshell W15W50 oil.  
Lubricated wastegates & exhaust slip joints with mouse milk.  
1 case of oil added to nose baggage compartment.

THE DESCRIBED MAINTENANCE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS.



### C-GTMN Aircraft Logs) Cessna 421C s/n 421C0601

Inspected aircraft as per inspection checklist meeting requirements of FAR 43.15 (2)(c) and FAR 43 App. D. (100 hr.)  
Performed post inspection ground operational checks per FAR 43.15 (c)  
Completed Mid-Continent stby battery Continued Airworthiness capacity check per the Manual method (Manual 9016391 para 2.6 D3 and re-charge.)  
Inspected and tested ELT as required by FAR 91.207(d) Replaced ELT Batteries: Batteries dated March 2017.  
Inspected cabin fire bottle installation (OK) and weighed bottle (734g.)  
Replaced landing gear well flex hoses with new fabricated hose assemblies (#111417-4S-0102 #111417-4S-0092, 111502-6S-0126 (2) 111504-6S-0100 (2) by Integrated Aircraft Systems (next due in 5 years at May 2018)  
Performed operational checks and emergency operations check (blow down) of landing gear as defined in Cessna 421C Maintenance Manual

**CWAD 2004-25-16** eff. Date 1/5/2004 (Supersedes AD 2000-17-13 and 200-08-01) Kelley Aerospace Heater Fuel Regulator  
By visual inspection and leak check. Due again in 100 hr. aircraft time or 12 months (Hobbs 575.5 or May 2014)

**CW AD2000-01-16** Effective Date Feb 15, 2000 (Supersedes AD75-23-08R5) Exhaust system inspection.

**CW Para (b)** exhaust visual left right engine (Due again in 50 hr. Hobbs 525.5)

**Para (c)** tailpipe inspection. (Left /Right Due 1<sup>st</sup> inspection in 5 years from initial installation on 10/2010 at Oct 2015)

**CW para (d)** engine beam/canted bulkhead inspection by visual and rework. (due each 500 hr. at Hobbs 975.5)

**Para (f)** multi segment clamps NA parts not installed.

**CW para (e)** Pressure test exhaust system. (due again in 12 months at May 2014)

**Para (g)** Exhaust component OVH/replacement. CW by RAM at 10/3/2011 at aircraft TT 7263.3  
(Next due in 2500 hr. or 12 years) (Acft TT 9763.3 or Oct 2023)

**CW AD84-26-02** Effective Date - 01/29/85 Paper induction air filters CW by replacement of left/right engine filter due again in (500 at Hobbs meter 975.5) Note: RAM Aircraft Corp. MT-2 9/15/95 Air Filter change each 300 hr. or 12 months.

**Discrepancy repairs.**

1. Replaced section of split de-ice pressure feed tubing in right wing stub and ground checked de-ice boot inflation per Cessna Maintenance manual requirements.
2. Replaced compass light bulb.
3. Found previously installed on left and right canted bulkhead top cap strip connection to have unauthorized AN525 10-32 screws. Removed components for access and removed all un-approved hardware. Evaluated fastener holes and reinstalled MS20470-5-xx rivets in same locations and size as originally installed on left. On right side installed MS20470-5-XX and in 16 locations installed MS20470-6-xx (next rivet dia. Larger than original and maintains edge distance as defined in Cessna Maintenance Manual Section 15 "Structural Repair" para 6 (c ) and (g ) )  
Lifted left and right engine and removed unapproved AN526-10/32 screws and Cherry rivets previously installed in inboard and outboard engine beam cap strips. Evaluated fastener holes and reinstalled MS20470-5-xx rivets and MS20426-5-xx (in mount area as applicable) in same locations, style, and size as originally installed. (see FAA form 337 form this date for details.)
4. Reset left engine exhaust slip joint springs to proper length per AD2000-01-16 requirements.
5. Replaced left engine vacuum pump inlet and outlet hoses with new Mil H6000-5/8 line.
6. Coated exposed heat wiring on stall warning vane.
7. Removed access panels on left and right wing fuel tank access (2 panels left wing 1 panel right) and resealed.
8. Shored left and right wings and removed aft upper wing attach fitting for access. Removed unapproved cherry fasteners in rear spar upper. Inboard aft wing flange (10 locations left and 9 locations right) evaluated fastener holes and replaced with MS20470-6 (next rivet dia. Larger than original and maintains edge distance as defined in Cessna Maintenance Manual Section 15 "Structural Repair" para 6 (c ) and (g ) )  
Reinstalled wing attach fittings with original fasteners and torqued to manufactures specs. Re-riveted aft skins that were removed for access.  
(See FAA form 337 form this date for details.)

(cont. next page 5/1/2013)

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	HRS.	MIN.	HRS.	MIN.	

**C-GTMN cont.**

9. Replaced right side pressure heat control cable with new #5117239-61.
10. Retorqued right side MLG door attach rod end as required.
11. Reamed left and right MLG door hinge pin and installed new MS20001P4-7200 pin.
12. Defueled and re-secured right wing tank outboard vent hose clamps.
13. Resealed defective areas of aft front spar leaking fuel where previous spar strap modification was completed.
14. Replaced right wing locker handle scupper drain line tube.
15. Installed correct attach hardware (MS17825-3) nut on elevator trim tab attach and saftied.
16. Found lower rudder bracket installed upside down per Cessna service Bulletin MEB00-4. Removed rudder and reworked lower bracket per service bulletin. Reinstalled rudder and rudder trim and reigged travcls, tensions, per Cessna maintenance manual requirements. Aera CW MEB00-4 and no further inspection required.
17. Replaced seals in right side fuel cap.
18. Removed pilots seat pedestal and replaced broken lower support channel #5015019-1. Reinstalled and reinstalled left A/C evaporator and serviced A/C with freon.
19. Replaced defective wing deice illumination light socket with new #0820501-7 and bulb #1385.
20. Re-secured left engine tail pipe support clamp.
21. Rerigged flap system travcls, switch settings and cable tensions per Cessna Maintenance Manual.
22. Rerigged elevator cable tensions to specs 35 lbs.
23. Replaced oil access door springs #S147 on right side.
24. Removed right MLG strut disassembled, cleaned and resealed with new piston #0841212-1, poly pack A2749 and orings MS28775-010, -222,-229. Reassembled and serviced strut with nitrogen and hydraulic fluid.
25. Shimmed and re-saftied left and right MLG torque link center knee.
26. Replaced broken left and right brake line support clamp.
27. Removed nose landing gear strut disassembled, cleaned and resealed with new piston #0841211-1, poly pack A2748 and orings MS28775-228. Reassembled and serviced strut with nitrogen and hydraulic fluid.
28. Reinstalled nose landing gear actuator #9910139-3 s/n CE353 following Overhaul and return to service by Atlantic Aero Support (CRS# POQR757K) w.o. # X10801. Reinstalled and rigged down lock tension on rod end per Cessna Maintenance Manual.
29. Removed inspected and reinstalled nose drag link attach bolts, retorqued and saftied.
30. Fabricated and installed minor cowl skin patch at left engine outboard cowl fastener camlock.
31. Replaced brake linings with new RA-066-66.

Date 5/1/2013      Hobbs 475.5      Aeft TT 7466.1

**"I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN 100 hr. inspection AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION."**

ANTHONY R. SAXTON      [REDACTED]

			7466.1		

CARRIED FORWARD

# ENGINEERING RECORD

May 1 2013  
 Cessna 421C s/n 421C0601  
 TCM GTSIO-520-L Left s/n 292395-R  
 Right s/n 808287-R  
 McCauley 3FF32C501 Left s/n 881738  
 Right s/n 881738

C-GTMN  
 7466.1 AFTT  
 200.1 TTSO  
 200.1 TTSO  
 1280.2 TTSO  
 1280.2 TTSO

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Inspections

- Annual inspection complied with IAW CAR's 625 app b part 1 & app C
- ELT re-certified IAW CAR's Ch. 571 Appendix G, a, c & d

N	30	60	E	120	150	FOR	N	30	60	E	120	150
02	30	60	91	00	152	STEER	02	30	60	89	118	150
S	210	240	W	300	330	FOR	S	210	240	W	300	330
181	210	238	240	300	331	STEER	180	211	243	275	307	332

Compass

HSI

Out of Phase Task	Next Due	Hours
Annual Inspection	May 1, 2013	---
ELT Re-cert	Apr 29, 2013	---
ELT Battery	March 2017	---
Pitot Static Correspondence	Jan 2014	---
10 year propeller overhaul	May 2015	---
Compass Swing	May 1, 2014	---
2000-01-16 part b	---	7516.1
2000-01-16 part c	Oct 2015	---
2000-01-16 part e	May 1, 2014	---
2004-25-16 fuel s/o valve	May 1, 2014	7566.1

The maintenance described has been performed in accordance with applicable airworthiness requirements. Brant Aero AMO 10-74. Further details on WO# 13-2338 [REDACTED]

May 1 2013  
 Cessna 421C s/n 421C0601  
 TCM GTSIO-520-L Left s/n 292395-R  
 Right s/n 808287-R  
 McCauley 3FF32C501 Left s/n 881738  
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C-GTMN  
 7466.1 AFTT  
 200.1 TTSO  
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 1280.2 TTSO  
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DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD <small>NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE</small>
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD					



**N421TK ( Aircraft Logs)  
Cessna 421C s/n 421C0601**

Inspected aircraft as per inspection checklist meeting requirements of FAR 43.15 (2)(c) and FAR 43 App. D. (100 hr.)  
 Performed post inspection ground operational checks per FAR43.15 (c)  
 Removed Canadian Registration numbers and affixed US registration number N421TK.  
 Replaced right side TIT probe Alcor #86255. Service A/C with Freon R12.  
 Investigated AD notes through this date and found none due for compliance at this time.

Date 5/29/2013      Hobbs 476.4      Acft TT 7466.9  
**"I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION  
 AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION."**  
 ANTHONY R. SAXTON      [REDACTED]

I find this aircraft meets the requirements for the certification requested and have issued a STANDARD Airworthiness Certificate dated: 06/01/2013  
 The next inspection is due: 06/2014

Signed: [REDACTED]  
 Stephen R. McMurray      [REDACTED]



**N421TK ( Aircraft Logs)  
Cessna 421C s/n 421C0601**

Removed optional equipment nose wheel fender #5042021-1 Fact. Kit # 4100 (1 lb at 51.2")  
 See weight and balance change and equipment list change this date.

Date 6/5/2013      Hobbs 476.4      Acft TT 7466.9  
 ANTHONY R. SAXTON      [REDACTED]

CARRIED FORWARD

# ENGINEERING RECORD

INSPECTION, REPAIRS & REPLACEMENT  
 ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE  
NUMBER

516.8

-Airframe-  
 8/28/2013 Hobbs: 505.5 CW AD2000-01-16 Exhaust system by,  
 paragraph (b) visual inspection. Replaced main gear doors hinge pins and  
 door rods, rod ends.

Wes Wright



FlightChoice Inc. 2701 Spence Place, Knoxville TN 37920

## N421TK LH Engine Entry

Date 10/7/13

Hobbs: 520.1

T/S Aircraft veering left on take-off, found LH upper deck pressure line disconnected. Fabricated longer tube using 1/2" Alum tubing P/N 5052-0-8. Reinstalled pressure line and ground ran, OP/C good.

I CERTIFY THIS ENGINE IS IN AIRWORTHY CONDITION IN REGARDS TO WORK PERFORMED  
 AND IS APPROVED FOR RETURN TO SERVICE.

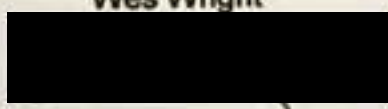
Ryan Adam Bratcher A&P A



524.0

10/23/2013 hobbs: Replaced pneumatic deice system annunciator light pressure switch P/N 3D3535-7. Corrected two pneumatic system leaks on right side by replacing plastic tubing with low pressure flexible hose. Installed spring for magnetic compass light. Paralleled charging system. Corrected wiring for power supply near voltage regulators. Tightened loose cabinet drawer slide. Fabricated bead on left engine upper deck reference aluminum line to eliminate flexible hose from coming off.

Wes Wright



Date: FEBRUARY 26, 2014

Aircraft: N421TK

I certify that the altimeter, transponder, and static system tests and inspections required by FAR 91.411 and 91.413 have been completed and found to comply with FAR 43, Appendix E and F.

# 1 Transponder	Model GTX330	S/N 84108015
# 2 Transponder	Model GTX327	S/N 83732303
Pilot Altimeter	Model EFD1000	S/N 5861
Co-Pilot Altimeter	Model EFD1000	S/N 5862
Pilot Standby Alt.	Model EA-801A	S/N 2067
Co-Pilot Standby Alt.	Model 5934PA-1	S/N T9423
Altimeter(s) tested to	35,000 ft	

## AIR TIME AND

DATE	DAILY TOTAL		TOTAL AIR TIME SINCE MFG.		ENGINEERING RECORD NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD					<p>10/10/2014 Hobbs: 543.1 c/w M 2000-01-16 Exhaust system, by paragraphs (b) visual inspection (c) remove tail pipes and inspect (e) pressure check. c/w M 2004-21-05 Kelly Aerospace heaters, by pressure decay test and 100 hour inspection. Replaced heater spark plug. Header Hobbs: 581.5 c/w M 2004-25-16 R1 Kelly Aerospace heaters fuel pressure regulator and shut off valve, by inspection. Performed function check of ELT unit in accordance with FAR 91.207d. ELT battery expires 3/2017. Removed and reinstalled overhauled landing gear emergency blow down bottle. Removed and reinstalled overhauled left and right engine fire extinguisher bottles. Removed and reinstalled overhauled nose gear up lock actuator. Installed shim to left gear rear trunion pin to eliminate fore and aft. movement. Tightened left gear actuator lower rod end bolt. Replaced o-ring on hydraulic supply line for hydraulic manifold. Rotated both main tires on wheels for prolonged wear. Serviced both brakes master cylinders. Replaced taxi light wires clamp. Tightened various landing gear components hardware. Reglued loose pneumatic device boot on left side of vertical stabilizer. Replaced both main fuel caps inner and outer o-rings and set cap tensions. Added shims - tightened pivot hardware - tightened rod end bolts for wing flap actuation mechanism. Applied silicone sealant to wing skins trailing edges to eliminate wing flap chafing into trailing edge skins. Applied silicone sealant around auxiliary power receptacle door frame to eliminate exhaust gases from entering. Sealed leaking right wing inboard lower fuel tank access panel. Installed grommets for header fuel pressure regulator and burner can drain lines. Tightened loose right nacelle locker lock jamb nut and lubricated mechanism. Performed 100 hour inspection as per Cessna inspection guide.</p>
					CARRIED FORWARD

# ENGINEERING RECORD

INSPECTION, REPAIRS & REPLACEMENT  
 ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE  
NUMBER

ANNUAL DUE 10/2015  
 ALTIMETER & STATIC CHECK DUE  
2/2016  
 TRANSPONDER DUE 2/2016  
 ELT BATTERY EXPIRATION  
3/2017

I certify this Aircraft / Engine  
 has been inspected in accordance  
 with an 100-HR / annual inspection  
 and has been determined to be in  
 airworthy / unairworthy condition.  
**WES WRIGHT A&P / IA** [REDACTED]

[REDACTED] Date 10/10/2014  
 a/c T.T. 7533.6

6/22/2015 Hobbs: 582.4 Swapped factory installed CHT probes  
 positions for troubleshooting purposes. Replaced wing inspection light  
 bulb. Added fluid to air conditioning compressor pump reservoir.

Wes Wright  
 [REDACTED]


-Airframe-

8/5/2015 Hobbs: 592.8 C/W AD2000-01-06 Exhaust system, by  
 paragraph (b) visual inspection. Added fluid to both brakes master  
 cylinders reservoirs.

Wes Wright  
 [REDACTED]

Date: 12/14/15  
 Tach: 608.9  
 HM: ←

Reg. No: N421TK  
 Ser. No: 421C0601

  
**Horizon Avionics, Inc.**

2445 E. General Aviation Drive, Suite C, Alcoa, TN 37701. Tel: (865) 980-7858 Fax: (865) 980-7701

R&R inop. AP attitude gyro p/n 14367-006-b s/n 1-3856F with OH unit p/n  
14367-006-b s/n 1-3833F. Ramp checked OK.

**MAINTENANCE RELEASE**

The Airframe Or Appliance Identified Above Was Repaired And Inspected In Accordance With  
 Current Maintenance Rules Of The Federal Aviation Regulations And Is Approved For Return To  
 Service. Pertinent Details Of This Repair Are On File At This Repair Station Under WO 6477.

Signed: [REDACTED] Cert. No: [REDACTED] Date: 12/14/15  
 For Horizon Avionics, Inc. FAA CRS [REDACTED]

## AIR TIME AND

DATE	DAILY TOTAL		DATE: February 17 2016 I certify that the altimeter, transponder, and static system tests and inspections required by FAR 91.411 and 91.413 have been completed and found to comply with FAR 43, Appendix E and F.	AIRCRAFT: N421TK	ORD AS REQUIRED FOR COMPLETE
	HRS.	MIN.			
BROUGHT FORWARD			Transponder #1      Model GTX330      S/N 84108015 Transponder #2      Model GTX327      S/N 83732303 Altimeter #1          Model EA-801        S/N 2067 Altimeter #2          Model 5934PA-1     S/N T9423 EFD1000 #1           Model EFD1000      S/N 5861 EFD1000 #2           Model EFD1000      S/N 5862 Altimeter(s) tested to <span style="background-color: black; color: black;">XXXXXXXXXX</span>		
			AVIONICS UNLIMITED, INC. FAA AAC # <span style="background-color: black; color: black;">XXXXXXXXXX</span>		


**N421TK  
EMERGENCY BATTERY REPLACEMENT**  
 Affix this label in aircraft logbook  
 Recommended battery replacement 3 years from date of manufacture. Order replacement battery from Mid-Continent Instruments and Avionics at (800) 821-1212.  
 Date of Manufacture: 2/2016

3/1/2016 Hobbs: 613.1 P/WAD 84-20-02 Induction air filters, by inspection and filters replacement. C/WAD 2000-01-16 Exhaust system, by paragraph (b) visual inspection (c) remove and inspect tail pipes (e) pressure test. Replaced left tail pipe. C/WAD 2004-25-16 Kelly Aerospace headers fuel pressure regulator and shut off valve, by inspection. Performed function check of ELT unit in accordance with FAR 91.207d. ELT battery expires 3/2017. Removed and reinstalled hydrostatically tested oxygen cylinder. Replaced stand by artificial horizon battery pack. Replaced main aircraft battery. Replaced gyro air inlet and gyro air regulator filters. Removed both vacuum regulators, straightened end flanges, reinstalled and eliminated noses from contacting end flanges. Straightened stall vane housing and reinstalled with countersunk washers and screws. Lubricated oxygen control cable. Repositioned cable and replaced swivel end with improved end. Cut out split section of left side pneumatic device tube in left wing. Sealed air conditioning hydraulic reservoir drain valve. Repaired, refitted stainless condenser door actuator lines. Sealed condenser door actuator fittings. Enlarged condenser actuator lines pass through hole and installed rubber sleeve on hole edge. Replenished reservoir. Replaced air conditioning hydraulic pump drive shaft seal. Enlarged fuel filters drain tubes exit holes to eliminate contact. Secured loose hardware for left pneumatic device pressure control valve bracket on firewall. Reglued loose left

CARRIED FORWARD

# ENGINEERING RECORD

INSPECTION, REPAIRS & REPLACEMENT

ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE      LICENCE NUMBER

wing root wires chafe guard. Replaced co-pilots right seat belt attach bolt. Replaced section of cabin heater-pressurization duct in center floor and installed missing protective shields. Correctly positioned right forward baggage door lock assembly. Replaced heater hose maker wire terminal end. Replaced left aileron yoke bearings. Replaced right aileron outboard pivot bearing and pin. Tightened left aileron ground strap hardware. Adjuste both ailerons stop bolts. Replaced one rod end on left flap outboard and one rod end on right flap inboard. Tightened various flap control rods linkages. Tightened left spoiler bracket hardware. Replaced rear elevator control tube bolt at bellcrank. Tightened elevators torque tube bolts. Tightened rudder pivot point bolts. Touched up electrostatic bonding on pneumatic device boots edges. Installed oversized hinge pins in both main gear door hinges. Shimmed and tightened both main gear actuators upper attachment. Tightened and resafetied right main gear actuator lower gland nut. Tightened nose shimmy damper attachment. Lubricated throttle and propeller governors control cables. Lubricated induction alternate air control mechanisms. Performed 100 hour inspection as per Cessna inspection guide

ANNUAL DUE 3/2017  
 ALTIMETER & STATIC CHECK DUE  
2/2018  
 TRANSPONDER DUE 2/2018  
 ELT BATTERY EXPIRATION  
3/2017

I certify this Aircraft / Engine has been inspected in accordance with an 100 HR / annual inspection and has been determined to be in airworthy / unairworthy condition.  
**WES WRIGHT A&P / IA** [REDACTED]

[REDACTED] Date 3/1/2016  
 a / c.T.T. 7603.6

February 25, 2016 N423TK

Garmin GTX-330 s/n 84108015 was removed for Extended Squitter upgrade. The Garmin GTX-300 with Extended Squitter was reinstalled in aircraft in accordance with STC #SA01714WI.

[REDACTED]

AVIONICS UNLIMITED, INC.  
 FAA AAC [REDACTED]

# AIR TIME AND

RING RECORD  
ANY LINES AS REQUIRED FOR COMPLETE

DATE	DESCRIPTION	SIGNATURE
	-Airframe-	
	8/25/2016 Hobbs: 634.1 C/W AD2000-01-16 Exhaust system, by paragraph (b) visual inspection. C/W AD2016-07-24 Elevator trim push-pull hardware replacement in accordance with Cessna MEB-27-02.	Wes Wright [Redacted]
	2/15/2017 Hobbs: 656.8 Resealed two leaking fuel access panels on the right wing and one access panel on the left wing. Replaced Davtron 811-B clock battery.	Wes Wright [Redacted]
4/24/2017	Hobbs: 656.8 C/W AD 2000-01-16 Exhaust system, by paragraph (b) visual inspection (c) remove right tail pipe and inspect (e) pressure check. C/W AD 2004-21-05 Kelly Aerospace heaters, by pressure decay test and 100 hour inspection. Heater hobbs: 583.9. C/W AD 2004-25-16 R. Kelly Aerospace heaters fuel pressure regulator and shut off valve, by inspection. Replaced ELT batteries. Performed function check of ELT unit in accordance with FAR 91.207d. ELT batteries expire 4/2019. Serviced oxygen system with ABO. Replaced one device heating element on left propeller. Removed brazier head rivets and installed flush rivets to left inboard flap patch to eliminate further chafing. Replaced cracked nut on one horizontal stabilizer attach bolt lower right side. Removed corrosion from tail inspection cover, primed and painted. Removed and reinstalled repaired nacelle fuel bladder. Replaced rubber fuel hoses and clamps. Removed corrosion from nacelle fuel bladder bay and painted with zinc phosphate. Serviced air conditioning system with R 134a Freon. Performed 100 hour inspection as per Cessna inspection guide.	
	CARRIED FORWARD	

# ENGINEERING RECORD

## INSPECTION, REPAIRS & REPLACEMENT

ENTRIES: DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE NUMBER

ANNUAL DUE 4/2018  
ALTIMETER & STATIC CHECK DUE  
2/2018  
TRANSPONDER DUE 2/2018  
ELT BATTERY EXPIRATION  
4/2019

I certify this Aircraft / Engine  
has been inspected in accordance  
with an ~~100~~ HR / annual inspection  
and has been determined to be in  
airworthy / ~~unairworthy~~ condition.

WES WRIGHT A&P / IA [REDACTED]

Date 4/24/2017

a/c T.T. 7647.3

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## ENGINE MAINTENANCE RECORDS

Aircraft Registration ~~C-GTAA~~ N421TK

Engine Position Right

Engine Serial No. 808287-R



## ENGINE MAINTENANCE RECORDS

Log No. \_\_\_\_\_

Aircraft Registration No. C-GTMN

Engine Manufacturer Continental

Model GTSD-520-L

Serial No. 808287-R

Date installed on aircraft 10/3/11

Time Between Overhauls (TBO) 1600 Hours

If used on multi-engine aircraft:

Right     Left

254/752-8381    Waco Regional Airport • P.O. Box 5219 • Waco, Texas 76708    FAX 254-752-3307

1-800-445-9713

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Date	Total Time In Service	Total Time Since Overhaul	Recording Meter Time
10-3-11	2246.0	0.0	275.4



CONTINENTAL GTSIO-520-L Right S/N 808287-R

Above referenced engine overhauled to new parts limits per FAR 43.2(a)(1)(2) to conform w/TCM SM X-30045A and I/A/W STC SE8338SW-D. Applicable AD's and Service Bulletins C/W at this time. All gears cleaned, polished when required, inspected, magnafluxed, and no cracks found. Finish and dimensional limits within RAM Gear Inspection Specification No. 1818, Rev. K dated 2-08-10. Installed above referenced engine in right position of Cessna s/n 421C0601. Installed new Continental camshaft p/n 653056, s/n 85352. Installed lifters p/n SA628488 int. p/n SA646277 exh. I/A/W Ram Dwg. 2813 Rev. A dated 11-19-09. AD 10-11-04 n/a to lifter p/n installed. Installed overhauled VAR crankshaft p/n 653020, s/n K229703N. Ultrasonic inspection C/W per MSB96-10A and is due at next overhaul or when crankshaft removed. Continental GTSIO-520 series engine crankshaft counterweights, p/n 652833-OH are repaired in accordance with FAA approved procedures per RAM Drawing 2618, Rev. B, dated 11-15-05. Instructions for Continued Airworthiness: Remove p/n 652833-OH counterweights at next engine overhaul and replace with new per Continental SB00-3A, or later FAA approved revision, except if repaired by RAM Aircraft, Limited Partnership per latest FAA approved revision of RAM Drawing 2618. Contact RAM Aircraft, L.P. at 7505 Karl May Drive, Waco TX 76708, or (254)752-8381 for replacement parts or service difficulties. AD 99-19-01 n/a per crankshaft date of manufacture I/A/W TCM MSB99-6A. Engine assembled with crankcase p/n 654119-12, s/n B119706R. Installed new ECI nickel cylinders. Cylinder hold-down nuts replaced and torqued per Overhaul Manual Supplement. Installed Floscan transducer per STC SE5726SW-D. Cleaned, inspect, reseal piston and dome and re-installed McCauley propeller model 3FF32C501, s/n 840529. Propeller balanced per Service Manual with spinner and bulkhead installed. Engine accessories exchanged for overhauled or new units except as noted. Installed overhauled prop governor s/n 791942. Re-used customer's vacuum pump s/n N61611, landing gear hydraulic pump s/n 2620, air conditioner hydraulic pump s/n 12100 and tach generator s/n 256194. Installed overhauled tach generator s/n 96622. Installed RAM overhauled turbocharger p/n 465930-9003, s/n JER00138. Installed new RAM FAA-PMA fuel nozzles p/n 2563-19A. Continental Service Bulletin SB06-1A N/A per installation of RAM fuel nozzles. MSB94-8D on magneto timing procedure c/w per timing to data plate TC degree requirements with TDC locator and protractor with pointer. Engine modified to GTSIO-520-NcL per Continental Service Bulletin M-75-6 Rev. 1. Installed RAM FAA-PMA rocker arms p/n 1654-1 and -2 (STC SE8338SW-D). AD 2000-01-16 c/w, see airframe log for details. Installed new Aeroquip integral firesleeved fuel, oil and hydraulic hoses meeting TSO-C53A Type D and TSO-C75 Type III. Installed new oil cooler p/n 8000464, s/n 3859135. AD 2007-05-15; starter adapter shaftgear and crankshaft gear inspection, c/w per TCM Service Bulletin MSB94-4G per installation of Service Kit EQ6642 with bushing p/n 654472. Category 1 thru 3 TCM Service Bulletin Compliance Listing in RAM Manual. Relocated turbo oil supply line per RAM Dwg. No. 1224, Rev H, dated 11-18-03 per STC SE8338SW-D. AD 87-04-05 n/a per engine model. Engine serviced with Aeroshell W100 mineral oil. See RAM Recommended Oil Grade Maintenance Tip MT-1 for recommended oils. Above referenced engine eligible for 1600 hr. TBO per TCM SIL98-9 Rev. A. CSB02-8 N/A per capacitor with red insulator installed. C/W TCM CSB 04-5A per capacitor ground stud torque check. Aluminum alloy engine parts were coated per RAM Specification No. 1142. Installed RAM FAA-PMA spring loaded induction clamps p/n 1170-1. Installed RAM FAA-PMA rocker box cover gaskets p/n 1366-1. Engine ground run on test stand per RAM specifications for 4 hours. Engine pump pressure, idle, mixture, fuel flow, max RPM, manifold pressure, and oil pressure adjusted per TCM SID97-3E. Engine ground run power test good. All engine systems checked for leaks. Engine approved for return to service for the work performed. Pertinent details on file under Project No. 5812.

RAM Aircraft, Limited Partnership, P.O. Box 5219, Waco, Texas 76708 CRS [REDACTED]

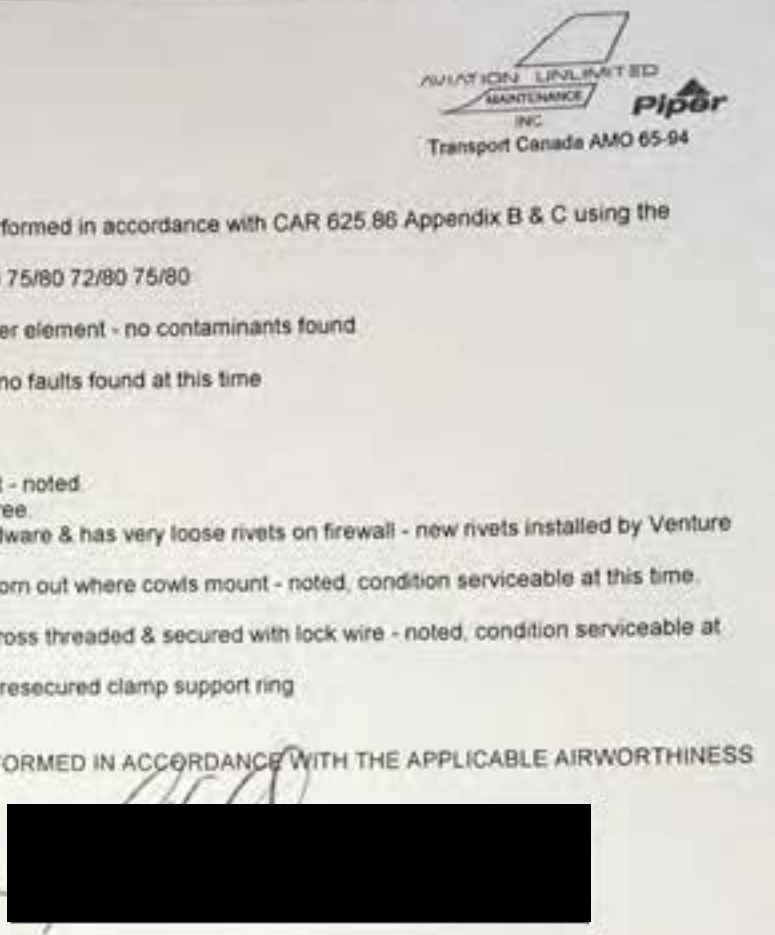
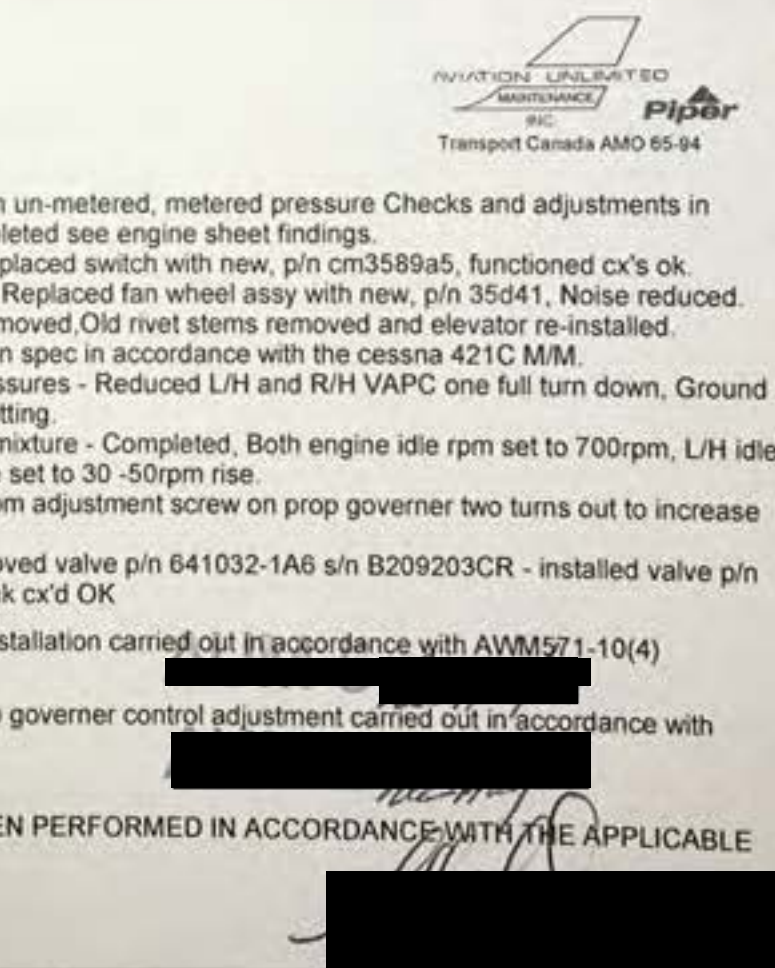
AF TSN 7263.3 hrs

SUB-TOTALS this page

TOTALS—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
NOV 02 2011	20.1	20.1	AFTTSN 7283.41hrs	Oil and filters changed, Oil Samples Taken, Oil filter Element Inspected OK, Oil 48111-1 filter Installed, Aeroshell W100 + Added, Ground Run and leak checked OK
				AVIATION UNLIMITED MAINTENANCE TRANSPORT CANADA AMO No. [REDACTED]
				THE DESCRIBED MAINTENANCE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS [REDACTED]
NOV 17 2011	37.7	37.7		<p>Date: November 17, 2011                      Registration: C-GTMN                      Type: Cessna 421C                      S/N: 421C0601                      TTSN: 7302.0hrs</p> <p>Reinstalled EDM 760 s/n 04442 after repair by JPI ref RMA#34512                      Found LH engine mag timing set to approx 27° BTC on crankshaft and 20° on prop. Reset timing to 24° BTC on crankshaft and 16° on prop as per engine data plate and MSB94-8D                      Found RH engine mag timing set to approx 27° BTC on crankshaft and 20° on prop. Reset timing to 24° BTC on crankshaft and 16° on prop as per engine data plate and MSB94-8D                      Upper cabin door assist strap upholstery loose - resecured strap                      Seat belt/no smoking sign back cover reinstalled                      Cabin door lock would not unlock - lubed lock                      Checked LH &amp; RH engine oil levels with engines cold, found LH @ 10qts, RH @ 11qts                      Prop deice ammeter indication is now below the green arc on the gauge - found the RH prop deice circuit breaker popped. Reset breaker, found lots of heat to the boots, indication is below the green on the ammeter                      Found during mag timing #1 cyl spark plug was @ 0.030" gap, removed all plugs &amp; found them gapped to .030" - reset all spark plugs to 0.018"                      Ground run aircraft</p> <p>THE DESCRIBED MAINTENANCE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS. [REDACTED]</p>
	25.5	63.2		
Jan 30/12		63.2		
				SUB-TOTALS this page
				TOTALS—Carry forward to next page



DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
		63.2		TOTALS brought forward from previous page
				<p>Date: January 30, 2012                      Registration: C-GTMN                      Type: Cessna 421C                      S/N: 421C0601                      TTAF: 7326.5hrs                      RH Engine</p> <p>A 100hr/Annual inspection and servicing has been performed in accordance with CAR 625.86 Appendix B &amp; C using the manufacturer's maintenance manual as a guide.                      A Motostat was performed, compressions 74/80 76/80 75/80 72/80 75/80                      Fuel injection settings checked IAW TCM SID97-3E                      Changed oil &amp; filter, took oil samples, inspection oil filter element - no contaminants found</p> <p>AD2000-01-16 Para b exhaust inspection completed, no faults found at this time</p> <p>Inspection findings/snags/rectifications:</p> <p>#5, #6 EGT clamping not engaged fully, clamp is short - noted                      Air filter alternate air door stiff to operate - lubricated free                      Fire detection probe on firewall missing mounting hardware &amp; has very loose rivets on firewall - new rivets installed by Venture Aviation                      Anti-chafe tape missing in various locations &amp; badly worn out where cowls mount - noted, condition serviceable at this time                      Air box dirty, has grit inside - cleaned air box                      Oil cooler temp probe Cannon plug back shell badly cross threaded &amp; secured with lock wire - noted, condition serviceable at this time                      Intercooler flexible hose aft clamp support ring adrift - resecured clamp support ring                      Hydraulic filter line fittings leaking - replaced o-rings</p> <p>THE DESCRIBED MAINTENANCE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS.</p> 
Feb 5/2012		64.2		<p>Date: Feb 08/2012                      Registration: C-GTMN                      Type: Cessna 421C                      S/N: 421C0601                      TTSN: 7327.5hrs</p> <p>L/H and R/H engine ground run, Fuel injection un-metered, metered pressure Checks and adjustments in accordance with TCM SIL 97-3 specs - Completed see engine sheet findings.                      Stall heat switch/circuit breaker worn out - Replaced switch with new, p/n cm3589a5, functioned cx's ok.                      Heater combustion blower motor fan noisy - Replaced fan wheel assy with new, p/n 35d41, Noise reduced.                      Rattle noise in R/H elevator - R/H elevator removed, Old rivet stems removed and elevator re-installed.                      Aileron rigging travels checked - found to be in spec in accordance with the cessna 421C M/M.                      Adjust L/H and R/H engine max manifold pressures - Reduced L/H and R/H VAPC one full turn down, Ground runs completed, MP's at 39" at full throttle setting.                      Adjust L/H and R/H engine idle rpm and idle mixture - Completed, Both engine idle rpm set to 700rpm, L/H idle mixture set to 20-30rpm rise, R/H idle mixture set to 30 -50rpm rise.                      Adjust L/H engine max rpm - Adjusted max rpm adjustment screw on prop governor two turns out to increase rpm, final rpm is 2150rpm.                      Replace L/H engine fuel manifold assy - removed valve p/n 641032-1A6 s/n B209203CR - installed valve p/n 641032-1A6 s/n D188608RC, grd run and leak cx'd OK</p> <p>An Independent check of the R/H elevator installation carried out in accordance with AWM571-10(4)</p> <p>An Independent check of the L/H engine prop governor control adjustment carried out in accordance with AWM571-10(4)</p> <p>THE DESCRIBED MAINTENANCE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS.</p> 
		64.2		
				SUB-TOTALS this page
				TOTALS—Carry forward to next page





DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK								
				TOTALS brought forward from previous page								
<p style="text-align: right;">→ 516.8</p> <p style="text-align: center;">-Right Engine-</p> <p>8/28/2013 Hobbs: 503.5 CMW AD2000-01-16 Exhaust system, by paragraph (b) visual inspection. Tightened TIT probe clamp. Replaced alternator with overhauled unit P/N 649304. Replaced oil screen adapter fitting gasket. Tightened manifold pressure line fitting. Changed oil and filter. Cut open removed filter for inspection - checked good. Serviced with 10 qts. Aeroshell 15w50. Grnd. run ck. ok.</p> <p style="text-align: center;">Wes Wright [REDACTED]</p>												
<p>10/10/2014 Hobbs: 543.1 c/w AD 2000-01-16 Exhaust system, by paragraphs (b) visual inspection (c) remove tail pipes and inspect (e) pressure check, c/w AD 2007-05-15 Starter drive adapter Part 2, by inspection. Eliminated intercooler from contacting crankcase. Reattached loose air filter housing to turbocharger and tightened clamp. Tightened loose # 2 field stud on alternator. Replaced all spark plugs. Stop drilled crack in tachometer generator heat shield. Added shim washers to throttle and turbocharger interconnect link. Applied high temperature sealant to vacuum pump inlet hose fire sleeve and fabricated metal heat shield for protection. Tightened two exhaust ball joint bolts on inboard exhaust. Changed oil and filter. Cut open removed filter for inspection - checked good. Serviced with 12 qts. Aeroshell 15w50. Grnd. run ck. ok. Performed 100 hour inspection as per Cessna inspection guide.</p>												
<p><b>COMPRESSION CHECK</b></p> <table border="0"> <tr> <td>TT <u>7533.6</u></td> <td>Date <u>10/10/2014</u></td> </tr> <tr> <td># 1 <u>78/80</u></td> <td># 4 <u>78/80</u></td> </tr> <tr> <td># 2 <u>78/80</u></td> <td># 5 <u>79/80</u></td> </tr> <tr> <td># 3 <u>77/80</u></td> <td># 6 <u>79/80</u></td> </tr> </table>				TT <u>7533.6</u>	Date <u>10/10/2014</u>	# 1 <u>78/80</u>	# 4 <u>78/80</u>	# 2 <u>78/80</u>	# 5 <u>79/80</u>	# 3 <u>77/80</u>	# 6 <u>79/80</u>	<p>I certify this Aircraft / Engine has been inspected in accordance with an 100 HR / annual inspection and has been determined to be in airworthy / unairworthy condition.</p> <p><b>WES WRIGHT A&amp;P / IA</b> [REDACTED] [REDACTED] Date <u>10/10/2014</u> a/c T.T. <u>7533.6</u></p>
TT <u>7533.6</u>	Date <u>10/10/2014</u>											
# 1 <u>78/80</u>	# 4 <u>78/80</u>											
# 2 <u>78/80</u>	# 5 <u>79/80</u>											
# 3 <u>77/80</u>	# 6 <u>79/80</u>											
<p>T.T.M.O. - 267.7</p>												
				SUB-TOTALS this page								
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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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**-Right Engine-**

11/12/2014 Hobbs: 551.6 Tightened loose oil line fitting on rear of engine for turbocharger controller. Fabricated and replaced alternator ground cable.

Wes Wright  
[Redacted Signature]

**-Right Engine-**

8/5/2015 Hobbs: 592.8 C/W AD2007-05-15 Starter drive adapter, by viscous damper and backlash inspection. C/W AD2000-01-16 Exhaust system, by paragraph (b) visual inspection. Changed oil and filter. Cut open removed filter for inspection - checked good. Serviced with 11 qts. Aeroshell 15w50. Grnd. run ck ok.

Wes Wright  
[Redacted Signature]

3/1/2016 Hobbs: 613.1 C/W AD 2A-26-02 Induction air filters, by inspection and filter replacement. C/W AD 2000-01-16 Exhaust system, by paragraph (b) visual inspection (c) remove and inspect tail pipes (e) pressure test. Repaired turbocharger controller drain line. Secured EGT and CHT wiring harness. Corrected defective wiring in oil temperature sensor cannon plug. Correctly fitted turbocharger heat shroud. Replaced turbocharger compressor housing clamp and oil inlet fitting attach bolts. Secured electric wiring ad left front of engine. Replaced cylinder # 3 intake tube gasket. Performed 100 hour inspection as per Cessna inspection guide.

**WARRANTY CHECK**

M	7603.6	Date	3/1/2016
# 1	76/80	# 4	79/80
# 2	78/80	# 5	77/80
# 3	78/80	# 6	78/80
T.S.M.O.	337.7		

I certify this Aircraft / Engine has been inspected in accordance with an 100 HR / annual inspection and has been determined to be in airworthy / unairworthy condition.  
**WES WRIGHT A&P / IA** [Redacted Signature]

Date 3/1/2016

a / c T.T. 7603.6

**-Right Engine-**

8/25/2016 Hobbs: 634.1 C/W AD200-01-16 Exhaust system, by paragraph (b) visual inspection. Changed oil and filter. Cut open removed filter for inspection - checked good. Serviced with 12 qts. Aeroshell 15w50. Grnd run ck ok.

Wes Wright  
[Redacted Signature]

TOTALS—Carry forward to next page





# ENGINE MAINTENANCE RECORDS

Aircraft Registration N421TK  
Engine Position Left  
Engine Serial No. 276375



## ENGINE MAINTENANCE RECORDS

Log No. \_\_\_\_\_

Aircraft Registration No. NAZITK

Engine Manufacturer Continental

Model GTSIO-520-L

Serial No. 276375

Date installed on aircraft 5/20/2014

Time Between Overhauls (TBO) 1600 Hours

If used on multi-engine aircraft:

Right  Left

254/752-8381

Waco Regional Airport • P.O. Box 5219 • Waco, Texas 76708  
FAX 254-752-3307

1-800-445-9713

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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
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Date	Total Time In Service	Total Time Since Overhaul	Tach or Recording Meter Time
5/8/14	3474.1	0	524.8



CONTINENTAL GTSIO-520-L Left Engine S/N 276375

Above referenced engine overhauled to new parts limits per FAR 43.2(a)(1)(2) to conform w/TCM SM X-30045. Applicable AD's and Service Bulletins C/W at this time. All gears cleaned, polished when required, inspected, magnafluxed, and no cracks found. Finish and dimensional limits within RAM Gear Inspection Specification No. 1818, Rev. K dated 2-08-2010. Above referenced engine modified per STC SE8338SW-D. Installed new RAM camshaft p/n 2621-1, s/n XGF13003 as direct PMA replacement of Continental camshaft. Installed lifters p/n 658088 int. p/n 658077 exh. AD 10-11-04 n/a to lifter p/n installed. Installed overhauled VAR crankshaft p/n 652832 s/n B601. Ultrasonic inspection C/W per MSB96-10A and due at next overhaul or when removed. TCM GTSIO-520 series engine crankshaft counterweights, p/n 652833-OH are repaired in accordance with FAA approved procedures per RAM Drawing 2618, Rev. B, dated 10-21-05. Instructions for Continued Airworthiness: Remove p/n 652833-OH counterweights at next engine overhaul and replace with new per TCM SB00-3A, or later FAA approved revision, except if repaired by RAM Aircraft, Limited Partnership per latest FAA approved revision of RAM Drawing 2618. Contact RAM Aircraft, L.P. at 7505 Karl May Drive, Waco TX 76708, or (254)752-8381 for replacement parts or service difficulties. AD 99-19-01 n/a per crankshaft date of manufacture I/A/W TCM MSB99-6A. Engine assembled with new TCM heavy style crankcase p/n 656935-12, s/n R13GA525. Installed new TCM nicked cylinders. Installed new RAM/FAA/PMA fuel nozzles p/n 2563-19A. TCM Service Bulletin SB06-1A N/A per installation of RAM fuel nozzles. Installed new oil cooler p/n 8000464, s/n 3859514. Engine accessories exchanged for overhauled or new units with exception of tach generator vacuum pump, prop governor and hydraulic pump which were not installed per this work order. Installed new Hartzell ALV 9610 alternator (weight 12.75 lbs.) This will require a weight and balance change. Bendix magnetos installed. MSB94-8D on magneto timing procedure c/w per timing to data plate TC degree requirements with TDC locator and protractor with pointer. Engine modified to GTSIO-520-L per Continental Service Bulletin M-75-6 Rev. 1. Installed rocker arms p/n 1654-1 and -2 (STC SE8338SW-D). Starter adapter shaftgear and crankshaft gear inspection, AD 2007-05-15 c/w per TCM Service Bulletin MSB94-4G per installation of Service Kit EQ6642 with bushing p/n 654472. Category 1 thru 3 TCM Service Bulletin Compliance Listing in RAM Manual. Relocated turbo oil supply line per RAM Dwg. No. 1224, Rev H, dated 11-18-03 per STC SE8338SW-D. AD 87-04-05 n/a per engine model. Installed RAM/FAA/PMA spring loaded induction clamps p/n 1170-1. Installed RAM-FAA-PMA rocker box cover gaskets p/n 1366-1. Engine ground run on test stand per RAM specifications for 4 hours. Engine run-in with Phillips 20W-50 Type M mineral oil. See RAM Recommended Oil Grade Maintenance Tip MT-1 for recommended oils. Engine approved for return to service for the work performed. Engine preserved per Service Bulletin SIL99-1 temp. storage up to 90 days. Pertinent details on file under Project No. 7239.

RAM Aircraft, Limited Partnership, P.O. Box 5219, Waco, Texas 76708 CRS [REDACTED]

5/20/2014	Hobbs: 524.8	Installed this engine in left position of NA21TK. Engine installed using previously installed flexible fluid carrying hoses and engine isolator mounts. c/w w/ 84-26-02 induction air filters.		
		SUB-TOTALS this page		
		TOTALS—Carry forward to next page		

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				<b>TOTALS</b> brought forward from previous page
				by filter replacement. c/w as 2000-01-16 Exhaust system, by paragraph (b) visual inspection. (c) remove and inspect tail pipes. (d) beams bulkheads and firewall inspection. (e) pressure test. Painted engine mount and various components. Installed overhauled propeller governor and flushed propeller. Serviced engine with mineral oil supplied by Ram. Ground ran tested engine. Adjusted oil pressure [REDACTED]
				Propeller S/N <u>881738</u> has been repaired this date <u>5-13-14</u> I/A/W manual(s) <u>MPC500; BOM100; SPM100</u>
				under W/O # <u>15004</u> . The mechanic making the installation must c/w 14 CFR Part 43.9. R & D Propeller Service, Inc. 2528 Hatfield Road, Pearland, Texas 77581 CRS# [REDACTED] SIGNED [REDACTED]
				7/23/2014 Hobbs: 534. Installed missing clevis pin in wastegate actuator. Ground run test good. [REDACTED] AIP [REDACTED]
				10/10/2014 Hobbs: 543.1 c/w as 2000-01-16 Exhaust system, by paragraphs (b) visual inspection (c) remove tail pipes and inspect (e) pressure check. c/w as 2007-05-15 Starter drive adapter Part 2, by
				<b>SUB-TOTALS</b> this page
				<b>TOTALS</b> —Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
				inspection. Eliminated intercooler from contacting crankcase. Replaced hydraulic pump adapter drive assembly. Removed and reinstalled repaired wastegate actuator. Changed oil and filter. Cut open removed filter for inspection - checked good. Serviced with 12 qts. Aeroshell 15w50. Grnd. run ck. ok. Performed 100 hour inspection as per Cessna inspection guide.
				<p>I certify this Aircraft / Engine has been inspected in accordance with an 100 HR / annual inspection and has been determined to be in airworthy / unairworthy condition.</p> <p><b>WES WRIGHT A&amp;P / IA</b> [Redacted]</p> <p>[Redacted] Date <u>10/10/2014</u></p> <p><b>W/C.T.T.</b> <u>7533.6</u></p>
				<p><b>COMPRESSION CHECK</b></p> <p>TT <u>7533.6</u> Date <u>10/10/2014</u></p> <p># 1 <u>79/80</u> # 4 <u>79/80</u></p> <p># 2 <u>79/80</u> # 5 <u>79/80</u></p> <p># 3 <u>78/80</u> # 6 <u>78/80</u></p> <p>T.S.M.O. <u>18.3</u></p>
				<p>-Left Engine-</p> <p>8/5/2015 Hobbs: 592.8 C/W AD2007-05-15 Starter drive adapter, by viscous damper and backlash inspection. C/W AD2000-01-16 Exhaust system, by paragraph (b) visual inspection. Changed oil and filter. Cut open removed filter for inspection - checked good. Serviced with 11 qts. Aeroshell 15w50. Grnd. run ck ok.</p> <p>Wes Wright</p> <p>[Redacted]</p>
				<p>3/1/2016 Hobbs: 613.1 C/W AD C/W AD 84-26-02 Induction air filters, by inspection and filter replacement. C/W AD 2000-01-16 Exhaust system, by paragraph (b) visual inspection (c) remove and inspect tail pipes (e) pressure test. Replaced tail pipe. Removed and reinstalled repaired propeller governor. Replaced vacuum pump drive garlock oil seal. Repositioned hydraulic pump and wastegate actuator drain lines away from exhaust. Tightened tachometer</p>
				SUB-TOTALS this page
				TOTALS—Carry forward to next page







L/H

CH

# AIRCRAFT TECHNICAL LOGS

## Section 4. PROPELLER

PROPELLER LOG

- 1. Make M<sup>c</sup>CAULLEY
- 2. Model 3FF32C501
- 3. Specification No. FAN TYPE CORI P456L
- 4. Date of Manufacture \_\_\_\_\_
- 5. Hub Serial No. 881738
- 6. Blades
  - (a) Design No. G94MB-0
  - (b) Blade Serial Nos.
    - (i) 10063
    - (ii) 10099
    - (iii) 10013
    - (iv) \_\_\_\_\_
    - (v) \_\_\_\_\_
  - (c) Pitch Setting
    - (i) Basic \_\_\_\_\_
    - (ii) High \_\_\_\_\_
    - (iii) Low \_\_\_\_\_
    - (iv) Reverse \_\_\_\_\_

# PROPELLER SERVICE AND

DATE	TIME RUN		TOTAL TIME SINCE OVERHAUL		INSTALLATIONS, INSPECTIONS, NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
			885	.0	TRANSFERRED FROM US LOGS

*Jan 22/11*

**CUTTER AVIATION, INC.**  
ALBUQUERQUE  
FAA Repair Station GIKZ0383E  
508 842-4184


REG # N727DM  
S/N 421C-0601  
HM 72.6  
TACH N/A  
Left Propeller S/N 881738

PTT: 1926.J DATE 10/11/2010  
TSON 875.9 W/O 01M-3548  
AFTT 7059.8

1. Completed an Annual Inspection using Appendix D to part 43 and a guide from the Cessna 421C Maintenance Manual as a supplement.  
2. Dressed and polished prop blades as necessary.  
3. Lubricated aircraft VAW Cessna lubrication schedule.  
4. Operational and leak checked normal.

This propeller and/or component is certified to be airworthy for return to service with respect to the work performed.  
Edward P Gerard SIGNATURE [Redacted] Page 1 of 1

*Jan 22/11*      7.0      892.0



AVIATION UNLIMITED  
MAINTENANCE  
INC.      **Piper**

Date: Jan 22, 2011  
Registration: C-GTMN  
Type: 421C      S/N 421C0601  
TTSN: 7078.0

Transport Canada A.M.O. 65-94

### IMPORTATION OF C-GTMN INTO CANADA - JANUARY 22, 2011

This CESSNA AIRCRAFT COMPANY Model 421C Golden Eagle s/n 421C0601 TTSN: 7078.0 hrs, as identified on FAA Export Certificate of Airworthiness No. E414439 dated December 29, 2010, imported into Canada and registered "C-GTMN".

Note:  
This Aircraft will be maintained in accordance with CAR 625 Appendix B Part 1, and applicable items from CAR 625 App C Airworthiness Directives researched and checked on TC database, all AD's issued prior to January 22, 2011, no outstanding applicable AD's were found at this time.  
At the time of import, this aircraft was not equipped with survival or emergency equipment  
This aircraft has been found to meet the requirements of FAA Type Certificate A7CE rev. 48, issue date 01/Mar/2010


THE DESCRIBED MAINTENANCE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS.

*MAY 31 2011*      96 0      988 0      TIME BROUGHT FORWARD

*JUNE 30-11*                1111 9      TOTAL TIME CORRECTED

*JUL 06 2011*      1 0      1112 9

Date: July 6, 2011  
Registration: C-GTMN  
Type: Cessna 421C  
S/N: 421C0601  
TTSN: 7202.9hrs  
LH Prop



AVIATION UNLIMITED  
MAINTENANCE  
INC.      **Piper**  
Transport Canada AMO 65-94

A 100 hour inspection & servicing was performed using the manufacturer's check sheets as a guide

Inspection findings/Snags/Rectifications:  
Prop leading edges are rough - dressed smooth

THE DESCRIBED MAINTENANCE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS

TOTAL THIS PAGE		
TOTAL FROM PREVIOUS SUMMARY		
TOTAL SINCE MFG.		

# MAINTENANCE RECORD

REPAIRS, ADJUSTMENTS, MODIFICATIONS  
 ENTRIES: DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE NUMBER

PROPELLER O/H MAY 6/2005

N727DM

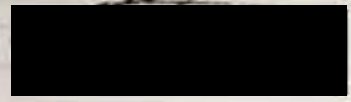
SANTA FE

L/H Propeller Log

**AERO SERVICES**

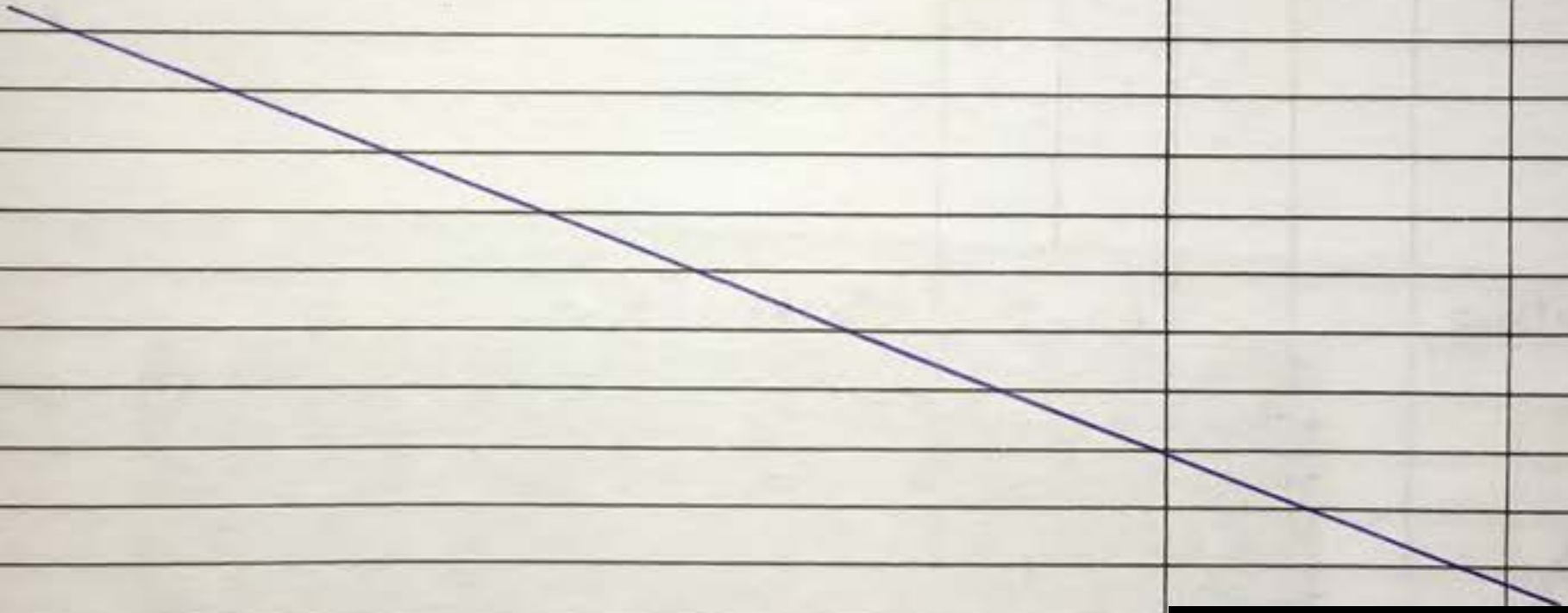
121 Aviation Dr. • Bldg 4002 • Santa Fe NM 87507  
 Date: 12/29/10 Make: McCauley Model: 3FF32C501 S/N: 881738  
 Tach: N/A Hobbs: 00835 TTSMOH: 08846  
 C/W AN ANNUAL INSPECTION IAW FAR PART 43 APP D RESEARCHED AD'S THRU 12/29/10 DRESSED MINOR NICKS. CHECKED TRACKING. NO DEFECTS NOTED AND PAINTED BLADES AS REQUIRED. GROUND RUN, OPERATIONAL AND LEAK CHECKS SATISFACTORY.

JAN 26/2014  
 TRANSFERRED  
 to CDN LOGS  
 TISOH @ 92.0  
 HR  
 @ GTRC-GTMN



This propeller has been inspected in accordance with an annual inspection and has been determined to be in airworthy condition and approved for return to service.

Work accomplished at Santa Fe Aero Services, LLC. Reference work order #2061



MAXIMUM HOURS BETWEEN OVERHAULS \_\_\_\_\_ HOURS.  
 OR LIFE

Due May 6 2015

# PROPELLER SERVICE AND

DATE	TIME RUN		TOTAL TIME SINCE OVERHAUL		INSTALLATIONS, INSPECTIONS, <small>NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE</small>
	HRS.	MIN.	HRS.	MIN.	
Brought Forward →					



RAM Aircraft, Limited Partnership • Waco Regional Airport

Date	Airframe Total Time In Service	Total Time Since Overhaul	Recording Meter Time
10-3-11	7263.3	1173.3	275.4

McCauley 3FF32C501-C

This propeller S/N 881738 re-installed in the left position on Cessna S/N 421C0601. Cleaned, inspected and resealed piston and dome. Installed overhauled prop governor S/N 990007. Pertinent details on file under Project No. 5812.

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

*Jan 30/2012*      *63d2*      *TTSO# 1140.5*

Date: January 30, 2012  
 Registration: C-GTMN  
 Type: Cessna 421C  
 S/N: 421C0601  
 TTAF: 7326.5hrs  
 LH prop



A 200hr/Annual inspection and servicing has been performed in accordance with CAR 625.86 Appendix B & C using the manufacturer's maintenance manual as a guide.

Inspection findings/snags/rectifications:

- Inside of prop spinner filthy - cleaned spinner
- Prop spinner screws worn out - replaced screws & washers
- Prop blades starting to sling grease - noted, condition serviceable at this time
- Prop blade leading edges rough - blades dressed smooth
- Spinner bulkhead flange mounting screws chafing into bulkhead - noted, condition serviceable at this time
- Forward wire on deice brush block is almost broken off - replaced wire terminal end with new

THE DESCRIBED MAINTENANCE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS.

CARRIED FORWARD

TOTAL THIS PAGE					
TOTAL FROM PREVIOUS SUMMARY					
TOTAL SINCE MFG.					

# MAINTENANCE RECORD

REPAIRS, ADJUSTMENTS, MODIFICATIONS  
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE NUMBER

*[A diagonal line is drawn across the top section of the table, indicating it is unused.]*

*[A diagonal line is drawn across the middle section of the table, indicating it is unused.]*

MAXIMUM HOURS BETWEEN OVERHAULS \_\_\_\_\_ HOURS.  
OR LIFE

# PROPELLER SERVICE AND

DATE	TIME RUN		TOTAL TIME SINCE OVERHAUL		INSTALLATIONS, INSPECTIONS, NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD	→				



**C-GTMN (Left Prop logs)**  
McCauley 3FF32C501 S/N 881738

Inspected prop as required per inspection checklist meeting requirements of FAR 43.15 (2)(c) and FAR 43 App. D.  
Light filed prop leading edge and repainted rear face.

Date 5/1/2013    Hobbs 475.5    Prop TSMOVH 1280.2

**"I CERTIFY THAT THIS PROP HAS BEEN INSPECTED IN ACCORDANCE WITH AN 100 hr. inspection AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION."**

ANTHONY R. SAXTON [REDACTED]

MAY-1-2013		200.1	ANNUAL inspection clw I.A.W CARS 625 appendix B part 1 & Appendix C
			AMO [REDACTED]



**N421TK (Left Prop logs)**  
McCauley 3FF32C501 S/N 881738

Inspected prop as required per inspection checklist meeting requirements of FAR 43.15 (2)(c) and FAR 43 App. D.

Date 5/29/2013    Hobbs 476.4    Prop TSMOVH 1281.0

**"I CERTIFY THAT THIS PROP HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION"**

ANTHONY R. SAXTON [REDACTED]

I certify this PROPELLER has been inspected in accordance with an 100 HR / annual inspection and has been determined to be in airworthy / unairworthy condition.  
WES WRIGHT A&P / IA [REDACTED]

Date 10/10/2014

a/c T.T. 7533.6

T.S.O. 1347.7

I certify this PROPELLER has been inspected in accordance with an 100 HR / annual inspection and has been determined to be in airworthy / unairworthy condition.  
WES WRIGHT A&P / IA [REDACTED]

CARRIED F [REDACTED] Date 3/1/2016

T.S.O. 1417.7    a/c T.T. 7603.

TOTAL THIS PAGE		
TOTAL FROM PREVIOUS SUMMARY		
TOTAL SINCE MFG.		



# MAINTENANCE RECORD

REPAIRS, ADJUSTMENTS, MODIFICATIONS  
ENTRIES: DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE NUMBER

I certify this PROPELLER  
has been inspected in accordance  
with an 100 HR / annual inspection  
and has been determined to be in  
airworthy / ~~unairworthy~~ condition.  
WES WRIGHT A&P / IA [REDACTED]

[REDACTED] Date 4/24/2017  
a/c T.T. 1641.3

T.S.O. 1461.4

MAXIMUM HOURS BETWEEN OVERHAULS \_\_\_\_\_ HOURS.  
OR LIFE

R/H

RH

# AIRCRAFT TECHNICAL LOGS

Section 4. PROPELLER

PROPELLER LOG

- 1. Make McCaulley
- 2. Model 3FF 32C501-C
- 3. Specification No. FAA TYPE CERT P45GL
- 4. Date of Manufacture \_\_\_\_\_
- 5. Hub Serial No. 840529  
480529
- 6. Blades
  - (a) Design No. G904MB-0
  - (b) Blade Serial Nos.
    - (i) 10031
    - (ii) CB169
    - (iii) CB407
    - (iv) \_\_\_\_\_
    - (v) \_\_\_\_\_
  - (c) Pitch Setting
    - (i) Basic \_\_\_\_\_
    - (ii) High \_\_\_\_\_
    - (iii) Low \_\_\_\_\_
    - (iv) Reverse \_\_\_\_\_

# PROPELLER SERVICE AND

DATE	TIME RUN		TOTAL TIME SINCE OVERHAUL		INSTALLATIONS, INSPECTIONS, NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD →			885	0	TRANSFERRED From US LOGS

JAN 22/11

**CUTTER AVIATION, INC.**  
**ALBUQUERQUE**  
 FAA Repair Station GMZR383E  
 505 842-4184

REG # N777DM  
 S/N 421C-0601  
 HM 72.3  
 TACH N/A

PTT 1729.8  
 TSOH 873.9  
 DATE 10/11/2010  
 W/O 01M-3648  
 AFTT 7068.8

Right Propeller S/N 840529

1. Completed an Annual Inspection using Appendix D to part 43 and a guide from the Cessna 421C Maintenance Manual as a supplement.
2. Dressed and painted prop blades as necessary.
3. Lubricated aircraft IAW Cessna lubrication schedule.
4. Operational and leak checked normal.

This propeller and/or component is certified to be airworthy for return to service with respect to the work performed.

Edward P Gerard      SIGNATURE: [REDACTED]      Page 1 of 1

JAN 22/11

7.0      892.0



Date: Jan 22, 2011  
 Registration: C-GTMN  
 Type: 421C      S/N 421C0601  
 TTSN: 7078.0

Transport Canada A.M.O 65-94

**IMPORTATION OF C-GTMN INTO CANADA - JANUARY 22, 2011**

This CESSNA AIRCRAFT COMPANY Model 421C Golden Eagle s/n 421C0601 TTSN: 7078.0 hrs, as identified on FAA Export Certificate of Airworthiness No. E414439 dated December 29, 2010, imported into Canada and registered "C-GTMN"

Note:  
 This Aircraft will be maintained in accordance with CAR 625 Appendix B Part 1, and applicable items from CAR 625 App C Airworthiness Directives researched and checked on TC database, all AD's issued prior to January 22, 2011, no outstanding applicable AD's were found at this time.  
 At the time of import, this aircraft was not equipped with survival or emergency equipment  
 This aircraft has been found to meet the requirements of FAA Type Certificate A7CE rev. 48, issue date 01/Mar/2010

THE DESCRIBED MAINTENANCE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS.

MAY 31 2011  
 JUNE 30/11

960      988 0  
 10159

TIME BROUGHT FORWARD  
 ✓ CORRECTED

JUL 06 2011

1 0      1016 9

Date: July 6, 2011  
 Registration: C-GTMN  
 Type: Cessna 421C  
 S/N: 421C0601  
 TTSN: 7202.9hrs  
 RH Prop

AVIATION UNLIMITED MAINTENANCE INC. Piper  
 Transport Canada AMO 65-94

A 100 hour inspection & servicing was performed using the manufacturer's check sheets as a guide

Inspection findings/Snags/Rectifications:  
 Prop leading edges are rough - dressed smooth  
 Prop brush block not angled correctly - repositioned

THE DESCRIBED MAINTENANCE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS.

[REDACTED]

TOTAL THIS PAGE  
 TOTAL FROM PREVIOUS SUMMARY  
 TOTAL SINCE MFG.

# MAINTENANCE RECORD

REPAIRS, ADJUSTMENTS, MODIFICATIONS  
 ENTRIES: DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE NUMBER

*PROPELLER O/H MAY 6 /05*

4727DM

SANTA FE

**AERO SERVICES**

R/H Propeller Log

121 Aviation Dr. • Bldg 4002 • Santa Fe, NM 87507  
 Date: 12/29/10 Make: McCauley Model: MPF32C501 S/N: 840529  
 sch: N/A Hobbs: 0061.5 TISMOH: 0084.6

W AN ANNUAL INSPECTION IAW FAR PART 43, APP D RESEARCHED AD'S THRU 1/29/10. DRESSED MINOR NICKS, CHECKED TRACKING. NO DEFECTS NOTED AND UNTE'D BLADES AS REQUIRED. GROUND RUN, OPERATIONAL AND LEAK CHECKS SATISFACTORY.

*JAN 20/11  
 TRANSFERED  
 TO CANADIAN  
 LOGS  
 B-GTMM  
 TTSOIT 892.0  
 HRS*

is propeller has been inspected in accordance with an annual inspection and has been deemed to be in airworthy condition and approved for return to service

*[A large diagonal line is drawn across the middle of the page, indicating that the remaining rows are unused.]*

MAXIMUM HOURS BETWEEN OVERHAULS \_\_\_\_\_ HOURS.  
 OR LIFE

*Due MAY 6 2015*

# PROPELLER SERVICE AND

DATE	TIME RUN		TOTAL TIME SINCE OVERHAUL		INSTALLATIONS, INSPECTIONS, <small>NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE</small>
	HRS.	MIN.	HRS.	MIN.	
BROUGHT FORWARD	→				

Date	Airframe Total Time In Service	Total Time Since Overhaul	Recording Meter Time
10-3-11	7263.3	1077.3	275.4

McCauley 3FF32C501-C

This propeller S/N 840529 re-installed in the right position on Cessna S/N 421C0601. Cleaned, inspected and resealed piston and dome. Installed overhauled prop governor S/N 791942. Pertinent details on file under Project No. 5812.

RAM Aircraft Limited Partnership P O Box 5219 Waco Texas 76708 CRS

Jan 30 / 2012      63.2      TTSOH 1140.5

Date: January 30, 2012  
 Registration: C-GTMN  
 Type: Cessna 421C  
 S/N: 421C0601  
 TTAF: 7326.5hrs  
 RH prop



A 200hr/Annual inspection and servicing has been performed in accordance with CAR 625.86 Appendix B & C using the manufacturer's maintenance manual as a guide.

Inspection findings/snags/rectifications:

- Prop blade leading edges rough - blades dressed smooth
- Inside of prop spinner filthy - cleaned spinner
- Prop spinner bulkhead has a deep chafe mark from previously removed lock wire - noted, condition serviceable at this time
- Prop blades starting to sling grease - noted, condition serviceable at this time
- Prop spinner screws worn out - replaced screws & washers as required

THE DESCRIBED MAINTENANCE HAS BEEN PERFORMED IN ACCORDANCE WITH THE APPLICABLE AIRWORTHINESS REQUIREMENTS.

CARRIED FORWARD

TOTAL THIS PAGE

TOTAL FROM PREVIOUS SUMMARY

TOTAL SINCE MFG.

# MAINTENANCE RECORD

REPAIRS, ADJUSTMENTS, MODIFICATIONS  
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE  
NUMBER

COMPLETE

ected and  
er Project

MAXIMUM HOURS BETWEEN OVERHAULS \_\_\_\_\_ HOURS.  
OR LIFE





# MAINTENANCE RECORD

(RT) 3

REPAIRS, ADJUSTMENTS, MODIFICATIONS  
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME

SIGNATURE

LICENCE  
NUMBER

I certify this PROPELLER  
has been inspected in accordance  
with an 100 HR / annual inspection  
and has been determined to be in  
airworthy / unairworthy condition.  
WES WRIGHT A&P / IA [REDACTED]

Date 10/10/2014

a/c T.T. 7533.6

T.S.O. 1347.7

I certify this PROPELLER  
has been inspected in accordance  
with an 100 HR / annual inspection  
and has been determined to be in  
airworthy / unairworthy condition.  
WES WRIGHT A&P / IA [REDACTED]

Date 8/1/2016

a/c T.T. [REDACTED]

T.S.O. 1417.7

I certify this PROPELLER  
has been inspected in accordance  
with an 100 HR / annual inspection  
and has been determined to be in  
airworthy / unairworthy condition.  
WES WRIGHT A&P / IA [REDACTED]

Date 9/24/2017

a/c T.T. 7647.3

T.S.O. 1461.4

MAXIMUM HOURS BETWEEN OVERHAULS \_\_\_\_\_ HOURS,  
OR LIFE

# **AIRCRAFT TECHNICAL LOGS**

**Section 2. RECORD OF INSTALLATIONS &  
MODIFICATIONS TO AIRCRAFT**

AIRFRAME LOG

- 1. Nationality and Registration C-GTMN
- 2. Manufacturer's Designation 421C Golden Eagle
- 3. Record of
  - (a) Engine Installations
  - (b) Propeller Installations
  - (c) Airworthiness Directives (A/D)
  - (d) Service Bulletins (S/B)
  - (e) Special Inspections (S/I)
  - (f) Modifications (MODS)

## RECORD OF ENGINE &

DATE	ENGINE OR PROPELLER MAKE & MODEL	SERIAL NO.	POSITION	DATE INSTALLED	DATE REMOVED
JAN 22/11	CONTINENTAL GTS10 S20 L	224232R	#1	MAR 18/03	
JAN 22/11	CONTINENTAL GTS10 S20 L	608456	#2	APR 2/00	
JAN 22/11	McCALLEY 3FF32C SDI	881738	#1	MAY 17/05	
JAN 22/11	McCALLEY 3FF32C SDI	840529	#2	MAY 17/05	
10-3-11	✓	840529	#2		Re & Re for
✓	✓	881738	#1		Engine
✓	GTS10-520 L	292395	#1		Installed
✓	✓	808287R	#2		By Ro

# PROPELLER INSTALLATION

REMARKS - REASON FOR CHANGE

SIGNATURE

LICENCE NUMBER

TRANSFERRED FROM US LOGS 1274.0 HRS TT50H

TRANSFERRED FROM US LOGS 1505.0 HRS TT50H

TRANSFERRED FROM US LOGS 885.0 HRS TT50H

TRANSFERRED FROM US LOGS 885.0 HRS TT50H

Engine change By Ram Aircraft

By Ram Aircraft



RECORD OF AIRFRAME

AIRWORTHINESS DIRECTIVES (A/D), SERVICE BULLETINS (S/B),

SPECIAL INSPECTIONS (S/I) AND MODIFICATIONS (M)

DATE	A/D, S/B, S/I, MODS	DETAILS OF	WORK OR INSPECTION PERFORMED	SIGNATURE
Jan 22/11	CF-90-03 R2	EXHAUST TYPE CABIN HEATER	N/A BY INSTALLATION	
Jan 22/11	CF-2001-19	CESSNA 300/400 EXHAUST SYSTEM (FAA 2000-01-16)	COMPLIANT WITH 10/11/10 NAT DUE 7109 HRS vs 10/11/11	
Jan 22/11	2007-05-15	TCM STARTER INSP. P.C.W. AT OR 29/10	HOBBS 83.5 HRS NAT DUE HOBBS 183.5 + P.S. @ 320.7	
Jan 22/11	2004-25-16 E1	FAILURE OF FUEL REGULATOR SHUT-OFF VALVE	P.C.W. 10/11/10 DUE @ HOBBS 632.4 vs 08/12	
Jan 22/11	2004-21-05	B-SERIES COMBUSTION HEATER INSPECTION	P.C.W. 10/11/10 DUE @ HOBBS 632.4 vs 08/12	
Jan 22/11	HYDROSTATIC TESTS	NITROGEN BLEW DOWN BOTTLE - OCT 27/08 L/H + R/H	GLASS FIRE BOTTLES - 9911/10 OXYGEN BOTTLE OCT 11/10	
MAR 09 2011	AD 2000-01-16	Para 'B' Carried out Both L/H & R/H Exhaust	No faults found at this time	
APR 25 2011	AD 2000-01-16	Para 'B' Carried out Both L/H & R/H Exhaust	No faults found at this time	
JUL 06 2011	AD 2000-01-16	Para A, B, C Carried out R/H Elbow P/N K	9910300-3 Replaced L/H & R/H Wye Pipes Serviceable at this time	
JUL 06 2011	AD 2007-05-15	TCM BSB 94-4G Inspection Carried out	No faults found at this time	
NOV 30 2011	AD 2000-01-16	Para 'B' Exhaust Inspection Carried out to Both	Engines OK	
DEC 01 2011	AD 2000-01-16	New Exhaust System Components	Installed By Ram Aircraft	
Jan 30, 2012	AD 2000-01-16	Para 'B' Carried out Both L/H & R/H Exhaust	No Faults found at this time	
Jan 30, 2012	AD 2004-21-05	Heater Decay test completed, passed	at this time	
Jan 30, 2012	AD 2009-25-15 R1	Fuel Regulator valve Inspection completed	OK at this time	
Jan 30, 2012	AD 2007-26-08	EASA AD 2009-0128 Reins blow down Bottle	- N/A by Aircraft model	
Jan 30, 2012	AD 95-09-13	MEB 93-10 R1 Fuel Inlet valve test	- Due Annual 2012	
MAY 15 2012	AD 2000-01-16	Para 'B' Exhaust Inspection	No faults found at this time	
AUG 27 2012	AD 2000-01-16	✓ ✓	No faults found at this time	
May 1, 2013	AD 2000-01-16 para b	Visual inspection OK	Due again in 60 Hrs. Hobbs 525.5	
May 1, 2013	AD 2000-01-16 para d)	engine beam coated bulkhead inspection (Repaired OK)	Due again in 500 Hrs. Hobbs 975.5	
May 1, 2013	AD 2000-01-16 para e)	Pressure test exhaust (OK)	Due again in 12 months May 2014	
May 1, 2013	AD 2004-25-16	Kelley Heater fuel regulator leak check	Due again in 100 Hrs or 12 months (Hobbs 575.4 or May 2014)	
May 1, 2013	AD 84-26-02	Paper air filter (replaced)	Due again in 500 Hrs @ Hobbs 975.5	
May 1, 2013	AD 2007-05-15 para (h)	Starter Drive Backlash check (left/right)	Due again in 100 Hrs @ Hobbs 575.5	