



**MAJOR REPAIR AND ALTERATION**  
**(Airframe, Powerplant, Propeller, or Appliance)**

FOR FAA USE ONLY

OFFICE IDENTIFICATION

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form.

1. AIRCRAFT	MAKE Cessna	MODEL 210L
	SERIAL NO. 21061454	NATIONALITY AND REGISTRATION MARK N732EJ
2. OWNER	NAME (As shown on registration certificate) Southeastern Aircraft Sales	ADDRESS (As shown on registration certificate) Fort Pierce, FL

3. FOR FAA USE ONLY

4. UNIT IDENTIFICATION				5. TYPE	
UNIT	MAKE	MODEL	SERIAL NO.	REPAIR	ALTERATION
AIRFRAME	♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦ (As described in item 1 above) ♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦				X
POWERPLANT	Continental	IO520L	220667R		X
PROPELLER					
APPLIANCE	TYPE				
	MANUFACTURER				

6. CONFORMITY STATEMENT

A. AGENCY'S NAME AND ADDRESS Bell Aircraft Sales & Service, Inc. Fort. Pierce, FL	B. KIND OF AGENCY <input checked="" type="checkbox"/> U.S. CERTIFICATED MECHANIC <input type="checkbox"/> FOREIGN CERTIFICATED MECHANIC <input type="checkbox"/> CERTIFICATED REPAIR STATION <input type="checkbox"/> MANUFACTURER	C. CERTIFICATE NO. A&P
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D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

DATE 8/4/88	SIGNATURE OF AUTHORIZED INDIVIDUAL
----------------	------------------------------------

7. APPROVAL FOR RETURN TO SERVICE

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

FAA FLT. STANDARDS INSPECTOR	MANUFACTURER	<input checked="" type="checkbox"/> INSPECTION AUTHORIZATION	OTHER (Specify)
FAA DESIGNEE	REPAIR STATION	CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT	
DATE OF APPROVAL OR REJECTION 8/4/88	CERTIFICATE OR DESIGNATION NO. IA	SIGNATURE OF AUTHORIZED INDIVIDUAL	

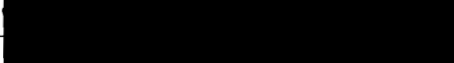
## NOTICE


Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N732EJ 8/4/88 Installed Precise Flight, Inc. Standby Vacuum System in accordance with airframe STC# SA2162MN and Continental STC# SE1780NM. Completed Airplane Flight Manual Supplement and made appropriate logbook entries. -----END-----

ADDITIONAL SHEETS ARE ATTACHED

DATE 1974	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
4-12	2744.61			INSTALLED S-TEC SYSTEM 40 AUTO PILOT. REMOVED ARC 300 AUTO PILOT SYSTEM.
NEW E.W.	2261.57			FOR DETAILS, SEE FAA 337.
	C.G.		40.67	C E AVIONICS, INC
MOMENT			91967.85	CRS DEFECTION
				

 US Department of Transportation Federal Aviation Administration		<b>MAJOR REPAIR AND ALTERATION</b> (Airframe, Powerplant, Propeller, or Appliance)		Form Approved OMB No. 2120-0020 For FAA Use Only		
				Office Identification SO-FSDO-15		
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).						
1. Aircraft	Make	Cessna	Model	210L		
	Serial No.	21061454	Nationality and Registration Mark	N732EJ		
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)			
	SOUTHEASTERN AIRCRAFT SALES		Fort Pierce, FL [REDACTED]			
3. For FAA Use Only						
4. Unit Identification						
5. Type						
	Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	----- (As described in Item 1 above) -----					X
POWERPLANT						
PROPELLER						
APPLIANCE	Type					
	Manufacturer					
6. Conformity Statement						
A. Agency's Name and Address		B. Kind of Agency		C. Certificate No.		
CE Avionics, Inc. [REDACTED] Sanford, FL [REDACTED]		<input type="checkbox"/> U.S. Certificated Mechanic <input type="checkbox"/> Foreign Certificated Mechanic <input checked="" type="checkbox"/> Certificated Repair Station <input type="checkbox"/> Manufacturer		OE4R411M		
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.						
Date		Signature of Authorized Individual				
4/12/94		[REDACTED]				
7. Approval for Return To Service						
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is <input checked="" type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED						
BY	FAA Flt. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)		
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group			
Date of Approval or Rejection		Certificate or Designation No.	Signature of Authorized Individual			
4/12/94		OE4R411M	[REDACTED]			

**NOTICE**

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

**8. Description of Work Accomplished**  
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Removed ARC C-394A Controller/Amplifier, CA-512A Coupler, G-500A Rate Gyro, PA-500A Roll Servo and Cessna C664508-0101 Electric Clock.

Installed S-Tec System 40 Automatic Flight Guidance System, Model ST-212-40/50, in accordance with STC Number SA5302SW-D.

Interfaced Autopilot System to existing Gyro and NAV/LORAN switching.

Primary power connected to circuit breaker and per Mfg'r specifications. Electrical load computed to be within acceptable limits.

Weight and balance and equipment list revised to reflect alterations.

Installation made in accordance with AC43.13-1A, Chapter 11, Sec. 2,3,4,7; AC43.13-2A, Chapter 2; and in compliance with FAR 23.1301 and 23.1431.

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END  
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FAA Form 337, Revision 10-79, is used for recording aircraft alterations. The form includes a header for aircraft identification, a section for a detailed description of the work, and a table for recording specific parts and materials. The table has columns for 'Part or Material', 'Quantity', 'Manufacturer', and 'Remarks'. The 'Additional Sheets Are Attached' checkbox is checked.

Part or Material	Quantity	Manufacturer	Remarks

# Supplemental Type Certificate

*Number* SA5302SW-D

*This certificate, issued to* S-TEC Corporation  
Rt. 4, Bldg. 946  
Wolters Industrial Complex  
Mineral Wells, Texas 76067

*certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations.*

*Original Product — Type Certificate Number:* 3A21  
*Make:* CESSNA  
*Model:* 210L, T210L, 210M, T210M, 210N,  
AND T210N

*Description of Type Design Change:*

Installation of S-TEC System 40/50 Single and Two Axis Automatic Flight Guidance Systems, Model ST-212-40/50, according to Bulletin No. 312, Revision 4, dated 3-21-88 and Master Drawing List No. 92234, Revision D, dated 3-21-88 and/or later FAA Approved revisions of the above data (28 Volt System).

*Limitations and Conditions:*

1. Also eligible on Model T210L when modified in accordance with STC SA2689SW (RAM Modification).
2. Also eligible on Models 210L, T210L, 210M and T210M When Modified Per STC SA1525WE (Robertson STOL)

*(See Continuation Sheet, Page 2, a part of this STC.)*

*This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.*

*Date of application:* 12-12-83

*Date reissued:* 7-30-85, 4-30-86, 3-25-88,  
Revision 3

*Date of issuance:* 4-06-84

*Date amended:*



*By direction of the Administrator*

[Redacted Signature]

Harold W. Holdeman  
DAS Staff Coordinator, DAS 5 SW

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

United States of America  
Department of Transportation—Federal Aviation Administration  
**Supplemental Type Certificate**  
(Continuation Sheet)

*Number* SA5302SW-D, Revision 3

Limitations and Conditions (Con't)

3. Also eligible on Models 210N and T210N when Modified in accordance with STC SA756NW (Robertson STOL).
4. FAA Approved Supplemental Flight Manual, P/N 89318, dated 4-06-84 is required for Cessna Models 210L, T210L, 210M and T210M for S-TEC System 40 and/or later FAA Approved revisions of the above supplement.
5. FAA Approved Supplement to Pilot's Operating Handbook and/or FAA Approved Airplane Flight Manual, P/N 89319, dated 4-06-84 is required for Cessna Models 210N and T210N for S-TEC System 40 and/or later FAA Approved revisions of the above supplement.
6. FAA Approved Supplemental Flight Manual, P/N 89320, dated 4-06-84 is required for Cessna Models 210L, T210L, 210M and T210M for S-TEC System 50 and/or later FAA Approved revisions of the above supplement.
7. FAA Approved Supplement to Pilot's Operating Handbook and/or FAA Approved Airplane Flight Manual, P/N 89321, dated 4-06-84 is required for Cessna Models 210N and T210N for S-TEC System 50 and/or later FAA Approved revisions of the above supplement.
8. FAA Approved Supplemental Flight Manual, P/N 89318-1, dated 7-30-85 is required for Cessna Models 210L, T210L, 210M, T210M and Model T210L when modified in accordance with STC SA2689SW (RAM Modification) for S-TEC System 40 and/or later FAA Approved revisions of the above supplement.
9. FAA Approved Supplemental Flight Manual, P/N 89320-1, dated 7-30-85 is required for Cessna Models 210L, T210L, 210M, T210M and Model T210L when modified in accordance with STC SA2689SW (RAM Modification) for S-TEC System 50 and/or later FAA Approved revisions of the above supplement.
10. FAA Approved Supplemental Flight Manual, P/N 89318-2, dated 4-30-86 is required for Cessna Models 210L, T210L, 210M, T210M and Model T210L when modified in accordance with STC SA2689SW (RAM Modification) (with 0106-R9 Roll Servo) for S-TEC System 40 and/or later FAA Approved revisions of the above supplement.
11. FAA Approved Supplemental Flight Manual, P/N 89320-2, dated 4-30-86 is required for Cessna Models 210L, T210L, 210M, T210M and Model T210L when modified in accordance with STC SA2689SW (RAM Modification) (with 0106-R9 Roll Servo) for S-TEC System 50 and or later FAA Approved revisions of the above supplement.

(See Continuation Sheet, Page 3, a part of this STC.)

*Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.*



# Supplemental Type Certificate

(Continuation Sheet)

*Number* SA5302SW-D, Revision 3

Limitations and Conditions (Con't)

12. FAA Approved Supplement to Pilot's Operating Handbook and/or FAA Approved Airplane Flight Manual, P/N 89319-1, dated 4-30-86 is required for Cessna Models 210N and T210N and the above Models when modified in accordance with STC SA756NW (Robertson STOL Conversion) (with 0106-R9 Roll Servo) for S-TEC System 40 and /or later FAA Approved revisions of the above supplement.
13. FAA Approved Supplement to Pilot's Operating Handbook and/or FAA Approved Airplane Flight Manual, P/N 89321-1, dated 4-30-86 is required for Cessna Models 210N and T210N and the above Models when modified in accordance with STC SA756NW (Robertson STOL Conversion) (with 0106-R9 Roll Servo) for S-TEC System 50 and/or later FAA Approved revisions of the above supplement.
14. FAA Approved Supplement to Pilot's Operating Handbook and/or FAA Approved Airplane Flight Manual, P/N 89779, dated 3-25-88 is required for Cessna Models 210L, T210L, 210M and T210M When Modified Per STC SA1525WE (Robertson STOL) for S-TEC System 40 and/or later FAA Approved revisions of the above supplement.
15. FAA Approved Supplement to Pilot's Operating Handbook and/or FAA Approved Airplane Flight Manual, P/N 89780, dated 3-25-88 is required for Cessna Models 210L, T210L, 210M and T210M When Modified Per STC SA1525WE (Robertson STOL) for S-TEC System 50 and/or later FAA Approved revisions of the above supplement.
16. Compatability of this modification with other previously approved modifications must be determined by the installer.

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*Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.*

# AUTOPILOT RF INTERFERENCE

Due to the variety and hi-power of radio equipment often found in today's general aviation aircraft, there exists a potential radio transmission interference problem with other equipment in the aircraft. Because of this potential, the autopilot system is designed and constructed with rf shielding to prevent interference, however, installation combinations can occur wherein minor interference is possible.

Rf interference from radio transmissions usually manifest itself in one of two ways, either by interference with the VOR deviation needle display or by causing the autopilot flight path to be displayed during transmissions.

The most common interference causes the VOR deviation needle of jump or swing while the transmitter is being keyed. This type of interference affects the autopilot only in radio coupled modes as the autopilot is coupled to the VOR indicator meter movement and therefore, sees any needle movement as a command. VOR needle interference is sometimes found to be wholly within the NAV-COM set, that is the case, there is little the installation technician can do to overcome the condition other than contact the field representative of the company involved for advice.

A much less common type of interference is one in which radio transmission affect the roll and pitch axis of the autopilot directly. This occurrence is caused by rf energy radiated into the autopilot system and there being detected and fed as a signal to one or more of the autopilot command channels. This problem is usually found only in aircraft equipped with high output power transmitters and varies with antenna and mounting locations. The reflected power or standing waves on the antenna cable is probably the greatest single source of this trouble however, a antenna located so it radiates into the cabin can also cause the problem. The effect of this interference on the aircraft flight path is usually an initial displacement and then resumption of the programmed flight path. The response is similar in both roll and pitch.

Often, due to the wave form of radio frequency energy and the wave length, (frequency) an interference problem will only be found on one or two isolated frequencies. In these case simply moving the autopilot component suspected or the radio source by a few inches will correct the problem.

Occasionally a new autopilot installation will cause a deterioration in ADF, receiver quality. This is reverse of the previous wherein "noise" from the autopilot is transmitted to the radio. One source of "noise" in the autopilot is the 5 kHz excitation in the computer. 5 kHz excitation can get into the ADF system by both induction and radiation. A power buss common to both the autopilot and ADF receiver is a good path for this type of interference. If a separate power source corrects the problem then a filter may be necessary in on or both A+ leads. Radiation from autopilot cable and terminal ends although very weak, can sometimes interfere with the ADF receiver by radiation into the sense antenna, loop, or both. Cable routing providing additional distance between these items and additional shielding of the autopilot leads is usually best in these cases. Since the autopilot leads are already shielded, the most productive solution is usually re-routing.

An important area, often overlooked, is the ground and ground path. It has been found in many aircraft that a considerable resistance builds up between adjacent sections of skin paneling and structure due to paint, primer, etc. This increases the resistance in the ground path for some equipment, which lowers the equipment tolerance to RFI. Sometimes it is advisable to add a braided ground strap to the equipment to assure a good ground.

Ground loops developed in cable shielding and the aircraft structure due to the existence of a ground potential difference can also cause problems. An effort has been made to eliminate this in the S-TEC systems by providing only one central ground point.

In summary, if an important between the autopilot system and one or more of the radios is determined to exist, then one or more of the following cures should be tried in an effort to eliminate the interference.

1. Check antenna for proper installation, good ground, etc.
2. Re-route antenna leads.
3. Re-route autopilot leads and cabling.
4. Relocate antenna.
5. Relocate autopilot component-Consult GADO office concerning approval of installation deviation.
6. Add ground straps to affected component(s).
7. Install a filter in one or all involved A+ leads.

### MAINTENANCE RECORD

DATE 19__	TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE CERTIFICATE TYPE & NUMBER
	HOURS	10ths		
			<p>N732EJ                                  Cessna 210L                                  s/n 21061454</p> <p>Installed standby vacuum system model V shuttle valve s/n 22832/9292A. Installation of this SVS V kit eliminates AD99-24-10.</p> <p>Signed: _____ Date: <u>08/08/2007</u> Rating: <u>A&amp;P</u> _____</p> <p>Name: <u>J. Belsome</u> SSI W/O: <u>018752</u> Total Time: <u>5121.5</u> Tach: <u>0874.6</u> Southern Seaplane, Inc. * Belle Chasse, LA * Phone: _____</p>	

### MAINTENANCE RECORD

TOTAL TIME IN SERVICE		DESCRIPTION OF THE WORK PERFORMED	AUTHORIZED SIGNATURE, CERTIFICATE TYPE & NUMBER
HOURS	10ths		
		THE RADIO SHOP CRS FU2R833K [REDACTED] LAFAYETTE, LA [REDACTED]	
		THE FOLLOWING EQUIPMENT ALTERATIONS HAVE BEEN COMPLETED: Install PRESSURE TRANSDUCER P/N 0111 S-TEC PITCH SERVO P/N 0108-P4 SEE FAA FORM 337 DATED 12/11/2004 FOR DETAILS. CORRECTED WEIGHT AND BALANCE AND REVISED EQUIPMENT LIST. NEW EMPTY WEIGHT: 2253.93 NEW EMPTY WEIGHT C.G.: 40.84 NEW MOMENT: 92050.01 GROSS WEIGHT: 3800.00 NEW USEFUL LOAD: 1546.07 SUPERCEDES PREVIOUS WEIGHT : 11/17/2005	
		NAME: _____ DATE: _____ Signed _____ for THE RADIO SHOP FAA APPROVED CRS # FU2R833K LAFAYETTE, LOUISIANA [REDACTED]	
		The aircraft and/or component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. <u>10061</u> Date <u>12-11-05</u>	



U.S. Department of Transportation  
Federal Aviation Administration

## MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved  
OMB No.2120-0020

For FAA Use Only

Office Identification

**INSTRUCTIONS:** Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

<b>1. Aircraft</b>	Make Cessna	Model 210L
	Serial No. 21061454	Nationality and Registration Mark N826KJ
<b>2. Owner</b>	Name (As shown on registration certificate) SOUTHERN SEAPLANE INC	Address (As shown on registration certificate) [REDACTED] BELLE CHASSE, LA. [REDACTED]

### 3. For FAA Use Only

[REDACTED]

4. Unit Identification				5. Type	
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	_____ (As described in item 1 above) _____			X	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				

### 6. Conformity Statement

<b>A. Agency's Name and Address</b>	<b>B. Kind of Agency</b>	<b>C. Certificate No.</b>
The Radio Shop [REDACTED] Lafayette, La. [REDACTED]	<input checked="" type="checkbox"/> U.S. Certificated Mechanic	FU 2R833K
	<input type="checkbox"/> Foreign Certificated Mechanic	
	<input type="checkbox"/> Certificated Repair Station	
	<input type="checkbox"/> Manufacturer	

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date 12-11-2008	Signature of Authorized Individual [REDACTED] <span style="float: right;">Leroy Clark</span>
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### 7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is  APPROVED  REJECTED

BY	FAA Fit. Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)
	FAA Designee	<input checked="" type="checkbox"/> Repair Station	Person Approved by Transport Canada Airworthiness Group	
Date of Approval or Rejection 12-11-2008		Certificate or Designation No. FU2R883K	Signature of Authorized Individual [REDACTED] <span style="float: right;">Leroy Clark</span>	

**NOTICE**

*Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.*

**8. Description of Work Accomplished**

*(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)*

SUBJECT: INSTALLATION OF S- TEC AUTO PILOT UPGRADE TO 50 SYSTEM

Removed System 40 from instrument panel installed 07-28-94 as indicated on Form 337 and installed upgrade S-Tec system 50 at station 16.0 as per STC # SA5302SW-D and S-TEC installation manual ST-178.

The Pitch Servo is located at station 186.6 and was installed in accordance with S-Tec Installation Manual ST-178 and as per AC43.13-2A. The Pressure Transducer was installed at station 124.

All units will withstand static load as acceptable in AC43.13-2A, Chapter 1, Page 1, Paragraphs A,B,C,D,E,F,G,H, AND I.

Computed new Weight and Balance Data. New Weight and Balance Data does not adversely affect the CG. New weight and balance data sheet entered in aircraft log book. Equipment list revised to show the added items. The FAA/DAS approved Flight Manual Supplement and a copy of Continued Airworthiness was installed in the owners flight manual.

Magnetic Compass was checked as per AC43.13-2A, Chapter 2, Section 23, Paragraph F. Total electrical load is below 80 % alternator output.

Operation check and a test flight was performed. All systems performed satisfactorily.

\*\*\*\*\* NOTHING FOLLOWS \*\*\*\*\*

Additional Sheets Are Attached

YEAR  
20  
DATE

N732EJ

Cessna 210L

s/n 21061454

Replaced right main tire 6.00-6 8 ply.

Signed: [REDACTED]

Date: 03/19/2013 Rating: A&P [REDACTED]

Name: K. Johnston SSI W/O: 021195 Total Time: 8926.2 Tach: 4679.3  
Southern Seaplane, Inc. \* Belle Chasse, LA \* Phone: [REDACTED]

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er of  
tries.)

YEAR  
20  
DATE

N732EJ

Cessna 210L

s/n 21061454

Replaced both land and taxi lights p/n 4591.

Signed: [REDACTED]

Date: 04/04/2013 Rating: A&P [REDACTED]

Name: K. Johnston SSI W/O: 021213 Total Time: 8942.4 Tach: 4695.5  
Southern Seaplane, Inc. \* Belle Chasse, LA \* Phone: [REDACTED]

N732EJ

Cessna 210L

s/n 21061454

Perform Annual Inspection in accordance with Cessna Service manual, D2004-5-13 and inspection checklist. Greased flight controls. Serviced battery. Replaced the following: induction air filters p/n BA2205R & BA2205L; vacuum inlet filter p/n ARB3-5-1; central air filter p/n RAD9-14-5; fuel bowl packing p/n M83248/1-111; M83248/1-138; cowl flap control p/n S1244-31. C/W SEB-27-01 R2 (control column internal glide attach screw installation) installed screw p/n MS35265-48 on co-pilot side.

Complied with the following recurring ADs: 85-10-02 (induction air box) by visual inspection; 2011-10-09 (seat tracks) by visual inspection per AD; SEL-57-01 (wing - lower main spar cap) C/W by visual inspection as per Service Letter; [REDACTED]

Annual Inspection. I certify that this Airframe has been inspected as required and found to be airworthy. All applicable A.D. notes checked thru 2013-08.

Signed: [REDACTED]

Date: 05/07/2013 Rating: IA [REDACTED]

Name: L. Panepinto SSI W/O: 021228 Total Time: 8952.0 Tach: 4705.1  
Southern Seaplane, Inc. \* Belle Chasse, LA \* Phone: [REDACTED]



YEAR  
20  
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RECORDING  
TACH

TODAY'S  
FLIGHT

TOTAL  
TIME IN

**Description of Inspections, Tests, Repairs and Alterations**

Entries must be endorsed with Name, Rating and Certificate Number of

The Radio Shop

Lafayette, La.

Certificate No. FU2R833K

YEAR  
20  
DATE

N732EJ

Tach: 4929.6

Date: 08-19-2013

Removed King KT-76A Transponder and installed plug and play Trig Avionics TT31 Mode S Transponder. See FAA Form 337 Dated [redacted] For details. Corrected weight and balance and revised equipment list. Ops checked and Returned aircraft to service.

The aircraft and/or component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service.

Pertinent details of the repair are on file at this repair station under Work Order No. 18235

Date 8-19-2013

Signed [redacted] for

Authorized Inspector, Lee Clark

ATC Transponder tests & Inspections as required by FAR 91.413 IAW FAR 43, Appendix F, have been performed

THE RADIO SHOP  
FAA APPROVED CRS # FU2R833K  
LAFAYETTE, LOUISIANA 70509

Transponder Model TT-31 S/N 03929

Automatic Pressure altitude reporting equipment and ATC transponder system integration test performed

Tr [redacted] Model [redacted] S/N [redacted]

IAW FAR 43 Appendix E, Par. C. W/O No 18235

[redacted] Signature & Date 8-19-2013

[redacted] Signature & Date 8-19-2013

THE RADIO SHOP  
FAA APPROVED CRS # FU2R833K  
LAFAYETTE, LOUISIANA [redacted]

THE RADIO SHOP  
FAA APPROVED CRS # FU2R833K  
LAFAYETTE, LOUISIANA [redacted]

YEAR  
20  
DATE

N732EJ Cessna 210L s/n 21061454  
 Replaced master switch p/n 81994-1 and capacitor p/n TVA1315.  
 Signed: [Redacted] Date: 10/31/2013 Rating: A&P [Redacted]  
 Name: M. Hall SSI W/O: 021371 Total Time: 9211.1 Tach: 4964.3  
 Southern Seaplane, Inc. \* Belle Chasse, LA \* Phone: [Redacted]

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DATE

ATC Transponder tests and inspections as required by FAR 91.413 I/A/W FAR 43, Appendix "F", have been performed:  
 Transponder #1 Model TT31 S/N 03929  
 Transponder #2 Model [Redacted]  
 Date 10/31/13 Signature [Redacted]  
 Work Order No. 11611  
 AURIC AVIONICS & INSTRUMENTS  
 [Redacted] NEW ORLEANS, LA [Redacted]  
 FAA APPROVED REPAIR STATION NO: UAWR246L  
 [Redacted] PHONE  
 [Redacted] FAX

The following altimeter system and altitude reporting equipment tests and inspections as required by FAR 91.411 I/A/W FAR 43, Appendix "E" have been performed:  
 APPENDIX "E"  
 Para (a) Static System 10/31/13 (date)  
 Para (b) Altimeter (s)  
 Pilots 5934P-3 C/P's  
 S/N 443248 S/N  
 Tested to 20,000 feet  
 Date 10/31/13  
 Para (c) Interference Test 10/31/13 (date)  
 Signature [Redacted] Work Order No. 11611  
 AURIC AVIONICS & INSTRUMENTS  
 [Redacted] NEW ORLEANS, LA [Redacted]  
 FAA APPROVED REPAIR STATION NO: UAWR246L

N732EJ Cessna 210L s/n 21061454  
 Remove Tempest vacuum pump p/n AA3216CW s/n 832117.  
 Install Rapco vacuum pump p/n RAP216CW s/n B28531.  
 Signed: [Redacted] Date: 11/04/2013 Rating: A&P [Redacted]  
 Name: K. Johnston SSI W/O: 021375 Total Time: 9217.3 Tach: 4970.4  
 Southern Seaplane, Inc. \* Belle Chasse, LA \* Phone: [Redacted]

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N732EJ

Cessna 210L

s/n 21061454

Install new voltage converter p/n 593003-0101 s/n 80E02111.

Signed: [redacted] Date: 11/07/2013 Rating: A&P [redacted]

Name: M. Hall SSI W/O: 021379 Total Time: 9226.6 Tach: 4979.7

Southern Seaplane, Inc. \* Belle Chasse, LA \* Phone: [redacted]

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N732EJ

Cessna 210L

s/n 21061454

Perform 100 Hour inspection in accordance with Cessna Service manual, D2004-5-13 and inspection checklist. Lubricated flight controls and greased flap actuator jackscrew threads. Serviced battery and clean battery compartment. Cleaned hydraulic filter, no foreign particles found. Perform ELT operational check. Inspected aileron hinges and control rods. Alternator bearing ok. Replaced the following: right flap buttons p/n S1093-1; vacuum filter p/n RAB3-5-1; central air filter p/n RAD9-14-5.

Complied with the following Recurring ADs: 85-10-02 (induction air box) by visual inspection; 2011-10-09 (seat tracks) by visual inspection per AD; SEL-57-01 (wing - lower main spar cap) C/W by visual inspection as per Service Letter.

**100 HR Inspection.** I certify that this Airframe has been inspected as required and found to be airworthy. All applicable A.D. notes checked thru 2013-23.

Signed: [redacted] Date: 11/22/2013 Rating: A&P [redacted]

Name: K. Johnston SSI W/O: 021385 Total Time: 9239.1 Tach: 4992.2

Southern Seaplane, Inc. \* Belle Chasse, LA \* Phone: [redacted]

N732EJ

Cessna 210L

s/n 21061454

Remove Horizon Gyro p/n 102-0041 s/n 27M0461. Installed new Horizon Gyro from Kelly Manufacturing Company w/o 13-595410144268-IN p/n 102-0041-04 s/n 213K412G.

Signed: [redacted] Date: 12/03/2013 Rating: A&P [redacted] IA

Name: R. Cummings SSI W/O: 021388 Total Time: 9268.1 Tach: 5021.2

Southern Seaplane, Inc. \* Belle Chasse, LA \* Phone: [redacted]

YEAR  
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DATE

N732EJ Cessna 210L s/n 21061454  
Remove inoperable Horizon p/n 102-0041-04 s/n 213K412G. Installed new Horizon m/n RCA22-7 p/n 102-0041-04 s/n 213L446G.

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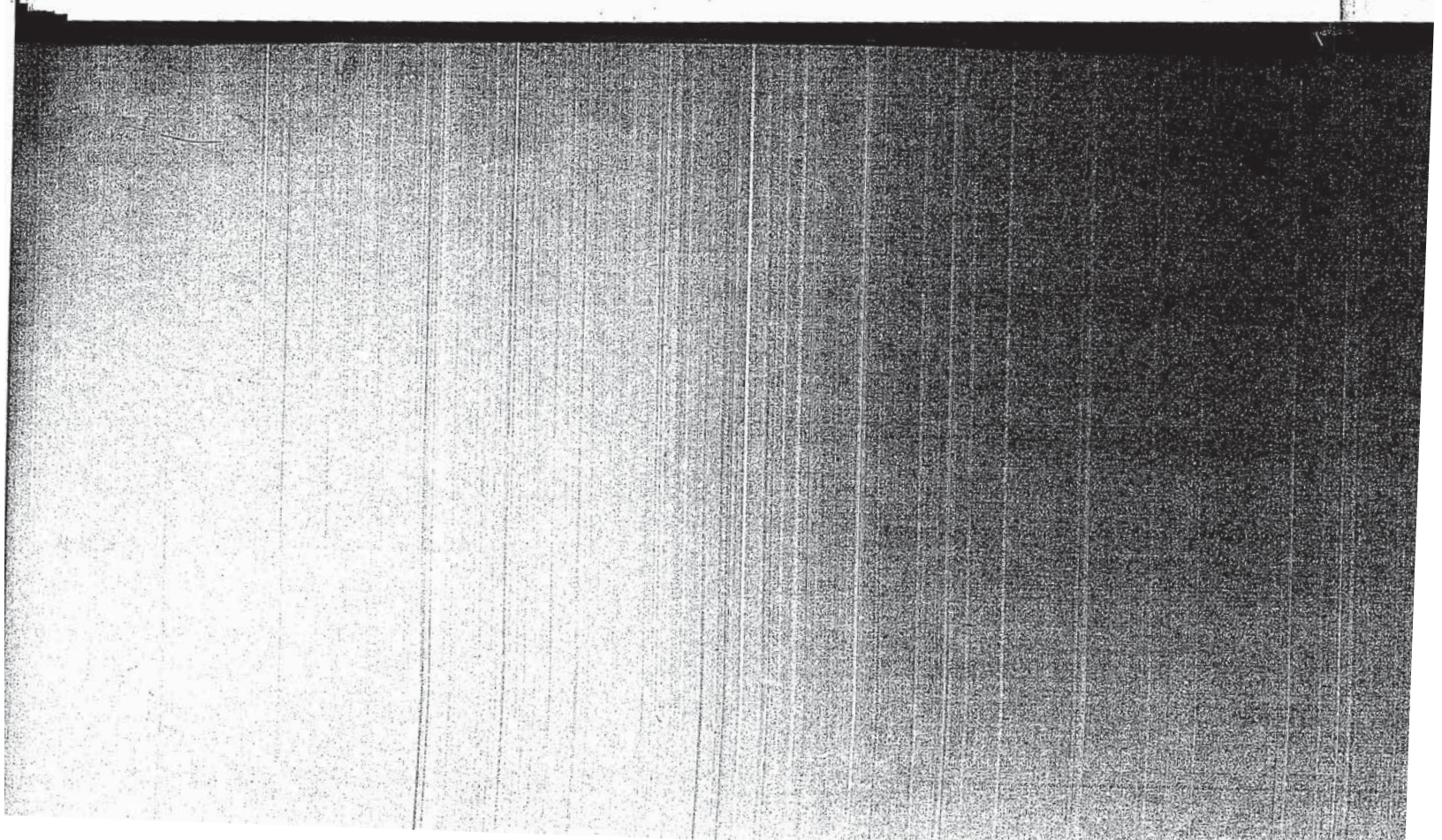
YEAR  
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Signed: [Redacted] Date: 12/16/2013 Rating: A&P [Redacted]  
Name: K. Johnston SSI W/O: 021393 Total Time: 9269.4 Tach: 5022.5  
Southern Seaplane, Inc. \* Belle Chasse, LA \* Phone: [Redacted]

N732EJ Cessna 210L s/n 21061454  
Perform 50 Hour inspection in accordance with Cessna Service manual, D2004-5-13 and inspection checklist. Greased flight controls. Service battery and cleaned battery compartment. Replaced the following: left main tire 6.00-6 8 ply; both landing and taxi light bulb p/n 4591.

**50 HR Inspection.** I certify that this Airframe has been inspected as required and found to be airworthy.

Signed: [Redacted] Date: 12/23/2013 Rating: A&P [Redacted] LA  
Name: R. Schuth SSI W/O: 021406 Total Time: 9293.7 Tach: 5046.8  
Southern Seaplane, Inc. \* Belle Chasse, LA \* Phone: [Redacted]

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Cessna 210L

s/n 21061454

Perform 200 Hour inspection in accordance with Cessna Service manual, D2004-5-13 and inspection checklist. Lubricated flight controls and greased flap actuator jackscrew threads. Serviced battery and clean battery compartment. Cleaned hydraulic filter, no foreign particles found. Perform ELT operational check. Inspected aileron hinges and control rods. Inspect and repack bearings in nose wheel. Alternator brushes inspected and bearings ok. Replaced the following: vacuum inlet filter element p/n ARB3-5-1; right cowl flap hinge pin p/n 1213472-1; left door handle spring p/n 0711788-1; right landing light bulb p/n 4591.

Complied with the following recurring ADs: 85-10-02 (induction air box) by visual inspection; 2011-10-09 (seat tracks) by visual inspection per AD; SEL-57-01 (wing - lower main spar cap) C/W by visual inspection as per Service Letter.

200 HR Inspection. I certify that this Airframe has been inspected as required and found to be airworthy. All applicable A.D. notes checked thru 2014-01.

Signed

Date: 01/30/2014 Rating: A&P

Name: M. Hall SSI W/O: 021426 Total Time: 9336.9 Tach: 5090.0

Southern Seaplane, Inc. \* Belle Chasse, LA \* Phone: [REDACTED]

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.)	YEAR 20 DATE
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The following altimeter system and altitude reporting equipment tests and inspections as required by FAR 91.411 U/A/W FAR 43, Appendix "E" have been performed:

**APPENDIX "E"**

Para (a) Static System 01/30/2014 (date)  
*N732EV*

Para (b) Altimeter (s)

Pilots N/A CP's N/A  
S/N N/A S/N N/A  
Tested to N/A feet  
Date N/A

Para (c) Interference N/A (date)  
Signature: [Redacted] Work Order No. 11784  
**AURIC AVIONICS & INSTRUMENTS**  
[Redacted]  
LAKEFRONT AIRPORT  
NEW ORLEANS, LA [Redacted]  
FAA APPROVED REPAIR STATION NO: UAWR246L

N732EJ	Cessna 210L	s/n 21061454
Wing Spar Cap eddy current inspection performed as per SEL-57-01 Revision 2 by Air Prop Specialist, Inc. w/o 14-8561. See 8130-3 form authorized by Christopher Giersberg 2527533.		
Date: <u>02/05/2014</u> Total Time: <u>9343.5</u> Tach: <u>5096.6</u>		

Date	Total Time		Time Since Last Overhaul		<b>Engine Service and Maintenance Record</b> Installations, Inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
	Hrs.	Min.	Hrs.	Min.	

Brought Forward

N732EJ Cessna 210L s/n 21061454  
 Manufacturer: Teledyne Continental Model: IO520L46B Serial: 1000795  
 Perform 100 Hour inspection in accordance with Cessna Service manual, D2004-5-13 and inspection checklist. Cleaned spark plugs and fuel injection nozzles. Inspected intake and exhaust. Changed oil & oil filter p/n AA48109. Serviced with 11 quarts Aeroshell 100W50. Cylinder compression check results: cyl. #1: \*42/80, cyl. #2: 66/80, cyl. #3: 72/80, cyl. #4: 70/80, cyl. #5: 76/80, cyl. #6: 74/80.  
 \*Replaced Cylinder #1 with cylinder p/n 653446 overhauled by Southern Seaplane, Inc. w/o 021236.  
**100 HR Inspection.** I certify that this Engine has been inspected as required and found to be airworthy.  
 All applicable A.D. notes checked thru 2013-23.  
 Signed: [Redacted] Date: 11/22/2013 Rating: A&P [Redacted]  
 Name: K. Johnston SSI W/O: 021385 Total Time: 2767.3 SMOH: 1069.4 Tach: 4992.2  
 Southern Seaplane, Inc. \* Belle Chasse, LA \* Phone: [Redacted]

N732EJ Cessna 210L s/n 21061454  
 Manufacturer: Teledyne Continental Model: IO520L46B Serial: 1000795  
 Perform 50 Hour inspection in accordance with Cessna Service manual, D2004-5-13 and inspection checklist. Changed oil, retrieved oil sample for analysis, replaced oil filter p/n AA48109, serviced with 11 quarts Aeroshell 100W50. Inspected intake and exhaust.  
**50 HR Inspection.** I certify that this Engine has been inspected as required and found to be airworthy.  
 Signed: [Redacted] Date: 12/23/2013 Rating: A&P [Redacted] A  
 Name: R. Schuth SSI W/O: 021406 Total Time: 2821.9 SMOH: 1124.0 Tach: 5046.8  
 Southern Seaplane, Inc. \* Belle Chasse, LA \* Phone: [Redacted]

N732EJ Cessna 210L s/n 21061454  
 Manufacturer: Teledyne Continental Model: IO520L46B Serial: 1000795  
 Perform 200 Hour inspection in accordance with Cessna Service manual, D2004-5-13 and inspection checklist. Inspected intake and exhaust. Cleaned spark plugs. Changed oil, retrieved sample for analysis, change oil filter p/n AA48109, serviced with 11 quarts Aeroshell 100W50. Cylinder compression check results: cyl. #1: 76/80, cyl. #2: 70/80, cyl. #3: 70/80, cyl. #4: 71/80, cyl. #5: 74/80, cyl. #6: 70/80.  
**200 HR Inspection.** I certify that this Engine has been inspected as required and found to be airworthy.  
 All applicable A.D. notes checked thru 2014-01.  
 Signed: [Redacted] Date: 01/30/2014 Rating: A&P [Redacted]  
 Name: M. Hall SSI W/O: 021426 Total Time: 2865.1 SMOH: 1167.2 Tach: 5090.0  
 Southern Seaplane, Inc. \* Belle Chasse, LA \* Phone: [Redacted]

Date	Prop TSN

N732EJ Cessna 210L s/n 21061454  
 Manufacturer: Hartzell Model: HC-J3YF-1RF/F8068-2 Serial: JN306B  
 Install this propeller m/n HC-J3YF-1RF s/n JN306B on N732EJ TT: 880.3  
 Signed: [Redacted] Date: 10/11/2013 Rating: A&P [Redacted]  
 Name: K. Johnston SSI W/O: 021315 Total Time: 778.5 Tach: 4930.6  
 Southern Seaplane, Inc. \* Belle Chasse, LA \* Phone: [Redacted]


N732EJ Cessna 210L s/n 21061454  
 Manufacturer: Hartzell Model: HC-J3YF-1RF/F8068-2 Serial: JN306B  
 Perform 50 Hour inspection in accordance with Cessna Service manual, D2004-5-13 and inspection checklist.  
 50 HR Inspection. I certify that this Propeller has been inspected as required and found to be airworthy.  
 Signed: [Redacted] Date: 10/24/2013 Rating: A&P [Redacted]  
 Name: M. Hall SSI W/O: 021343 Total Time: 903.9 Tach: 4954.2  
 Southern Seaplane, Inc. \* Belle Chasse, LA \* Phone: [Redacted]

N732EJ Cessna 210L s/n 21061454  
 Manufacturer: Hartzell Model: HC-J3YF-1RF/F8068-2 Serial: JN306B  
 Perform 100 Hour inspection in accordance with Cessna Service manual, D2004-5-13 and inspection checklist. Greased prop.  
 100 HR Inspection. I certify that this Propeller has been inspected as required and found to be airworthy.  
 All applicable A.D. notes checked thru 2013-23.  
 Signed: [Redacted] Date: 11/22/2013 Rating: A&P [Redacted]  
 Name: K. Johnston SSI W/O: 021385 Total Time: 941.9 Tach: 4992.2  
 Southern Seaplane, Inc. \* Belle Chasse, LA \* Phone: [Redacted]

N732EJ Cessna 210L s/n 21061454  
 Manufacturer: Hartzell Model: HC-J3YF-1RF/F8068-2 Serial: JN306B  
 Perform 50 Hour inspection in accordance with Cessna Service manual, D2004-5-13 and inspection checklist.  
 50 HR Inspection. I certify that this Propeller has been inspected as required and found to be airworthy.  
 Signed: [Redacted] Date: 12/23/2013 Rating: A&P [Redacted] IA  
 Name: R. Schuth SSI W/O: 021406 Total Time: 996.5 Tach: 5046.8  
 Southern Seaplane, Inc. \* Belle Chasse, LA \* Phone: [Redacted]

N732EJ Cessna 210L s/n 21061454  
 Manufacturer: Hartzell Model: HC-J3YF-1RF/F8068-2 Serial: JN306B  
 Perform 200 Hour inspection in accordance with Cessna Service manual, D2004-5-13 and inspection checklist. Greased prop.  
 200 HR Inspection. I certify that this Propeller has been inspected as required and found to be airworthy.  
 All applicable A.D. notes checked thru 2014-01.  
 Signed: [Redacted] Date: 01/30/2014 Rating: A&P [Redacted]  
 Name: M. Hall SSI W/O: 021426 Total Time: 1039.7 Tach: 5090.0  
 Southern Seaplane, Inc. \* Belle Chasse, LA \* Phone: [Redacted]

