

## NOT PART OF LOGBOOK

### Explanation for delay in annual (Oct 2107 to March 2019)

The plane was scheduled to go in for annual the last week of Oct 2018. The day before going to Defiance, it was discovered that the registration was expired. My office address had changed, and the FAA address was never updated. Therefore, I never received the registration renewal.

Therefore, the plane could not be delivered to TAS in Defiance until the new registration was received. This normally takes 8 weeks. It took about 10 weeks. (Mid-January 2019)

A ferry permit was then needed, as the plane was out of annual. This was the time the government was shut down due to budget disputes in Congress. No ferry permits were being issued during the shutdown. This led to another 6 week delay.

DATE	TACH OR RECORDING METER TIME	TOTAL TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED -SIGNATURE /CERTIFICATE # OF PERSON PERFORMING WORK
TOTALS _____			

## N31C (Aircraft Logs)

Cessna 421C s/n 421C0096

Inspected aircraft as required by FAR91.409 (a) (1) per inspection checklist meeting requirements of FAR 43.15 (c)(2) and FAR 43 App. D. Performed post inspection operational checks per FAR43.15 (c). Inspected ELT as required by FAR 91.207(d) Replaced ELT Battery next due Dec 2019. Reinstalled oxygen bottle following Hydrostatic tested per DOT 49 CFR, 3HT type cylinder by Turboprop East (DOT C945) W.O.# HYD-1823

Hydro Due again in 3 years at March 2022      Bottle expires December 2028.

Completed C&D Heater ICA requirements. ( Hobbs 1519.8)

-CW 100 hr./Annual operation check per C&D MM10001 Sec. VII.B. (items a through g)

Installed new aircraft main battery with new FAA/PMA Concorde RG24-20. Unit. Cleaned and treated battery box and Replaced battery box edge seal.

Treated edge and installed new deice boot edge seal on deice boots.

Replaced vacuum relief valve filters.

Replaced inop light segments on Davtron clock display. Installed new keep alive battery (6 volt) this date.

Replaced oil filler door springs # 1552010-1.      Replaced fuel cap periphery Orings

Replaced left inboard flap scissor link bolt. Replaced left outboard flap drive rod ball end, #S1105-4.

Replaced right wing root pressurization feed duct with new CM3211-10B9.5. Replaced gasket on right nacelle A/C reservoir filler neck

Replaced left engine inboard exhaust riser assy with new Knisley Welding assy. K9910295-16 s/n 269010

Bleed brakes as required. Replaced all wheel well landing gear flex hoses with new fabricated hoses #111417-4S0009, #111417-4S-0101, (2) #111502-6S-0124, (2) #111502-6S-0104 by Gann Aviation. Replaced left and right landing gear system hydraulic filters. (Due each 400 hr. next at 2421.0)

Replaced missing nose gear steering stop blob #5042009-1 and attach bolt.

Completed landing gear operation, lubrication, emergency blow down test of gear per Cessna Maintenance Manual.

CWAD2016-17-08 eff. Sept. 12, 2016 (supersedes AD2016-07-24) Elevator Trim Hardware.

Para (f) (1) Initial replacement of hardware per Cessna MEB-27-02 Rev 1 step 3-6. PCW per AD2016-07-24

CW Para (f) (2) 110 hr./OR annual inspection of hardware. (Due again 2131.0 or March 2020)

Para (f) (3) . Replacement due at any part removal event per Cessna MEB-27-02 Rev. 1 step 4-6.

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

CW Para (b) exhaust visual inspection. ) LEFT and RIGHT engine (Inspection due again in 50 hr. at Hobbs 2071.0)

CW para (e) Pressure test exhaust system. LEFT and RIGHT engine No damage found (Due again in 12 calendar months at March 2020. 2018)

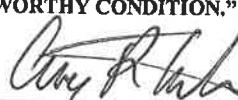
AD2018-03-03 eff. 2/28/18 Lower forward carry through spar inspection.

If under 24,975 TT for 421B and 421C airplanes: Before the accumulation of 12,000 hours TIS

DATE 3/28/2019      HOBBS 2021.0      AIRCRAFT TOTAL TIME 6323.0

The aircraft identified was repaired and/or serviced in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to work performed.

**"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 AP3253746IA



N31C (Aircraft Logs)  
Cessna 421C s/n 421C0096

Reinstalled EDM 760 (#760000-6C s/n 1240) following repair and return to service by J.P. Instruments (CRS#PT1274NM w.o. # RMA56441.

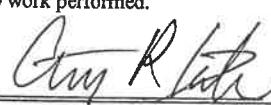
Installed new right-side alternator Hartzell Engine Technologies ALV9610 s/n H-T012167. Installed Alternator front mount gear drive and reinstalled existing Drive Coupling installation per Continental M-O Procedures manual 10-4.1 through 10-4.1.5 (torque to 300-450 inch lbs.) and Hartzel Service Information letter A-140.

DATE 4/8/2019      HOBBS 2031.4      AIRCRAFT TOTAL TIME 6333.4

The aircraft identified was repaired and/or serviced in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to work performed.



Anthony R. Saxton AP3253746IA



Sub Totals -this page

Totals- carry forward



5500 44th St. SE, Gerald R. Ford International Airport, Grand Rapids, MI 49512, 616-957-4920

www.maydayavionics.com

DATE	6-14-19	S.O.	61808
MAKE	Cessna	N#	N31C
MODEL	421C	S/N	421C0096
HOURS	2044.2		

Reinstalled the overhauled Avidyne EX500 MFD, S/N B1114. Performed system ground operation checks – no discrepancies noted.

- Work performed IAW the EX500/EX600 Installation Manual, P/N 600-00175-000, Rev 07.

All items were ground checked in accordance with their respective manuals for proper operation and to ensure no adverse reactions occurred to other onboard systems or equipment. The above work was performed in accordance with current FAA regulations and in respect to work performed on the aircraft identified above is approved for return to service.

FOR FAA CRS YXXR387Y

Registration #: N31C  
Manufacturer: CESSNA

Part/Model No: 421C  
Work Order No: 50-21005

## Squawk



TACH:  
HOBBS: 2,061.50

A/C Total Time:  
Aircraft Serial No: 421C0096  
Date: 2019/07/26

## 1.1 Discrepancy: HEATER INOP

## Resolution: HEATER HOBBS: 1529.9

REMOVED RIGHT SIDE FORWARD BAGGED CARPET & FLOOR PALEL TO GAIN ACCESS TO HEATER. INSPECTED HEATER AREA, WIRING, FUEL & DRAIN LINES. FOUND 2 SCREWS MISSING IN EXTERNAL BLOWER FAN TOP ATTACH BRACKET. INSTALLED SCREWS. REMOVED FORWARD RAM AIR INLET SCATT HOSE TO CHECK FOR BLOCKAGE. RAM AIR WAS CLEAR. VALVED OPENED & CLOSE WITH PANEL CONTROL PROPERLY. REATTACHED SCATT HOSE. HEATER LIT OFF PROPERLY. OPS WERE NORMAL NO DEFECTS NOTED. REINSTALLED FLOORING PANEL & CARPET.

THE AIRCRAFT, AIRFRAME, ENGINE, PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND/OR INSPECTED IN ACCORDANCE WITH AND CURRENT MAINTENANCE RULES OF THE FEDERAL AVIATION REGULATIONS AND IS APPROVED WITH RESPECT TO WORK PERFORMED AT THIS TIME IN RETURN TO SERVICE.

Pertinent details of maintenance are held in this Repair Station under Work Order No 50-21005 dated .

Date: 07-26-2019 Signature: Work Order: 50-21005

AP Number: 2730967 AP

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