

[illegible]

OF PERSON PERFORMING WORK

Details of this inspection are on file at this facility under:

Date: 1-13-21 WO#: 6116

Make/Model: Garmin GTX 345 SN: 3E9028312

Make/Model: _____ SN: _____

I certify the ATC transponder tests and inspections required by FAR 91.413 were performed this date and found to comply with Part 43, Appendix F.

Tech: CU Signature: Isabel W. Taylor

September 1, 2021 N31C CESSNA 421C S/N-4210096
 6406.0 Heater Hobbs= 1554.9

Hobbs-2104.0 TT-6406.0 Heater Hobbs-1554.9
Complied with AD 2000-01-16 eff. 2/15/2000 in accordance with par. (b), (c) & (e) and found acceptable except for the right side bypass elbow
connected to the bypass elbow with a Aerospace Welding part number A9910300-3 serial number 213524.

Complied with AD 2000-01-16 eff. 2/15/2000 in accordance with par. (b), (c) & (e) as follows:

Next due times for this AD are, per (b) visual inspection in 50 hours at total time 0450,0 both sides.

Par. (c) tail pipe removal and inspection in 12 calendar months in September 2022 both sides.

Par. (d) engine beams, firewall and canted bulkhead inspection is next due at Hobbs 21853 (total time 6467.5) both sides.

Par. (e) inspect & pressure test the exhaust system is next due if

Par (f) is not applicable with no multi segment clamps installed

Par. (g) 12 year/2500 hour overhaul is next due at total time 8313.3 or July 2031 for the left wastegate elbow, (replaced at this time) whichever occurs first. The tailpipes, turbo wyes and slip

[illegible]

C/W C&D combustion heater mandatory Instructions for Continued Airworthiness per C&D Document MM10001 Section VII B. 1. A) -G) and found acceptable. Next due in 12 months (September 2022 or 100 hours of heater operation at heater Hobbs 1654.9. Paragraph (C) is next due at Hobbs 1782.8 or August 2022. No ADs apply to this combustion heater.

Heater Hobbs 1782.8 or August 2022 Paragraph (D) is next due at heater Hobbs 1782.8 or August 2022.

AD 95-09-13 was last complied with on 7/2/2014 at total time 5813.3 and is next due at total time 6415.3.
AD 84-26-02, replacement of air filters was last complied with on 8/17/15 at Hobbs 1685.3 on left and right sides. Next due at Hobbs 2185.3 (TT 6487.3)

The Oxygen bottle hydrostatic test is next due in March 2022. The bottle life expires in December 2028.

Nitrogen Bottle in next due hydrostatic test in March 2022.

Fire bottles are next due for hydrostatic test in July 2025. Squibs are due 4/30/2030

Completed a landing gear retraction test on the jacks and found satisfactory results and normal gear warning horn operation. Performed routine maintenance items. Inspected the aircraft battery. Washed the landing gear and wheel wells, engines and cowlings.

service and maintenance items. Inspected the aircraft battery. Washed the landing gear and wheel wells, engines and cowings. Researched the airworthiness directives using ATP Regulatory Library revision September 1, 2021 and printed a new compliance record. All ADs are current. Inspected this aircraft as required by 14 CFR 91.409 (a)(1) using checklist meeting the requirements of 14 CFR part 43.15 (c)(1) and as required by 14 CFR 91.409 (a)(2) using checklist as required by 14 CFR part 43.15 (c)(2) with satisfactory results.

part 43 appendix D. Performed post maintenance/inspection operational checks as required by 14 CFR part 43.15 (c)(2) with satisfactory results. Next ELT inspection is due in September 2022.

The ELT battery expiration date is labeled August 2022. Accomplished inspections as required in instructions for continued airworthiness located in the permanent aircraft records. The aircraft was repaired and or serviced in accordance with current Federal Aviation Administration regulations and

is hereby approved for return to service with respect to the work performed. I certify that this aircraft has been inspected in accordance with an annual inspection and is determined to be in airworthy condition at this time and date. Test run and taxied aircraft. Operational and leak checks satisfactory. End.

James Hoddenbach
JAMES HODDENBACH AP26078371A

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Totals- carry forward

DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK			
DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME
TOTALS brought forward from previous page			

N31C (Left Engine Logs)

TCM GTSIO 520L S/N 292090-R

Inspected engine per 100 hr. checklist meeting requirements of FAR 43 App. D. in conjunction with Annual Inspection on Cessna 421C, s/n 421C0096 this date. Performed post inspection operational checks per FAR 43.15 (c)

Changed oil and filter (Phillip X-C 20W50) Cut and inspected oil filter OK. Completed oil analysis. (Blackstone) Preoiled engine prior to start. Compression #1 62/80 #2 49/80 #3 62/80 #4 51/80 #5 48/80 #6 72/80

Current Compression Requirements of CMI M-O Manual section 6-4.11.2.4 Diff. Press. Test (Master Orifice reading Minimum 46 PSI)

Borescope insp. per CMI M-O Manual section 6-4.11.3.

Cleaned and gapped spark plugs per CMI M-O Manual section 6-4.9.2

CW Magneto timing per Continental M-O manual section 6-4.9.1 (superseded MSB94-8D) Magneto to Engine Timing (Continental)

Cleaned and resealed injector nozzles per CMI M-O Manual section 6-4.17

Repaired broken ground wire on left fire probe.

CW AD2007-05-15 eff. 4/16/2007 (Supersedes 2005-20-04) (GTSIO520 only) (TCM MSB94-4F) Starter adapter reoccurring inspection

CW (h) 100 hr/ or annual Starter drive backlash inspection per MSB94-4F part 2 (max .06"). .032, .03, .04, .042

Inspection due at next 100 hr. or annual. (Hobbs 2170.0 or Aug 2021)

CW (j) 400 hr. Removal inspection per MSB94-4 part 3. Removed/insp OK (Due in 400 hr. Hobbs 2470.0 /acft TT 6772.0)

CW Continental Aerospace bulletin MSB18-08B by inspection of cylinders. All installed cylinders are prior to Nov 2014 and Cylinders installed at OVH 4/24/13 Identified as NOT Affected per service bulletin Page 3 item 1.

AD2020-16-01 eff. 9/21/20 Continental Cylinders: is not applicable to currently installed cylinders as defined in MSB18-08B above.

No further action required.

DATE 8/20/2020

HOBBS 2070.0 / Acft TT 6372.0

Engine TT 5445.4 Engine TSMOVH 795.9

The engine 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 ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 Hr. INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION."



Anthony R. Saxton AP32537461A

September 1, 2021 N31C

LEFT ENG- TCM GTSIO-520-L S/N 292090-R

HOBBS -2104.0 TSOH- 829.9 TTAF 6406.0

Inspected this engine per 100 hour checklist meeting the requirements of 14 CFR part 43 appendix D in conjunction with and annual inspection. Changed the oil and filter. Serviced with 11 quarts of Phillips 20/50 X/C oil. Cut open the old filter and inspected. No abnormal indications were found. Compression test results were as follows: #1-77/80 #2-64/80 #3-65/80 #4-72/80 #5-77/80 #6-72/80. Checked the magneto timing and found it was set to the manufactures data plate specification. Complied with AD 2007-05-15 starter adapter failure in accordance with par (h)(1)&(2) per MSB94-4g and found acceptable with .04 backlash. par (g) is next due if engine experiences rough running. par. (h) is next due at total time 6506.0 or September 2022. and par (j) is next due at total time 6772.0. This engine has been inspected/repared and or serviced in accordance with current FAA regulations and is approved for return to service at this time and date with respect to the work performed. I certify that this engine has been inspected in accordance with a 100 hour/annual inspection per 14 CFR part 43 appendix D and is determined to be in airworthy condition at this time and date. Performed post inspection operational checks per 14 CFR 43.15(c). Operational and leak checks satisfactory.

This engine is approved for return to service. End.

JAMES HODDENBACH AP26078371A

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N31C (Right Engine Logs)

Continental GTSIO-520L S/N 292355.R

Inspected engine per 100 hr. checklist meeting requirements of FAR 43 App. D. in conjunction with Annual Inspection on Cessna 421C, s/n 421C0096 this date. Performed post inspection operational checks per FAR43.15 (c)

Changed oil and filter (Phillip X-C 20W50) Cut and inspected oil filter OK. Completed oil analysis. (Blackstone) Preoiled engine prior to start.

Compression #1 76/80 #2 70/80 #3 72/80 #4 77/80 #5 72/80 #6 77/80

Current Compression and bore-scope Meets Require. of TCM SB03-3 Diff. Pressure Test 3/28/03. (Master Orifice reading Minimum 46 PSI)

Borescope insp. per CMI M-O Manual section 6-4.11.3.

Cleaned and gapped spark plugs per CMI M-O Manual section 6-4.9.2 Replaced 6 plugs with new URHB32E Plugs.

Replaced right mag gasket. CW Magneto timing per Continental M-O manual section 6-4.9.1 (superseded MSB94-8D) Magneto to Engine Timing (Continental)

Cleaned and resealed injector nozzles per CMI M-O Manual section 6-4.17

Replaced oil filler neck gasket. Replaced tach generator cannon plug with new 97-3106A-10SL-3S plug. Repaired various baffle seals. Replaced #2 cylinder push rod seals.

CW AD2007-05-15 eff. 4/16/2007(Supersedes 2005-20-04) (GTSIO520 only) (TCM MSB94-4F) Starter adapter reoccurring inspection

CW (h) 100 hr/ or annual Starter drive backlash inspection per MSB94-4F part 2 (max .06"). .04, .04, .05, .04)

Inspection due at next 100 hr. or annual. (Hobbs 2170.0 or Aug 2021)

CW Continental Aerospace bulletin MSB18-08B by inspection of cylinders. All installed cylinders are prior to Nov 2014 and

Cylinders installed at OVH 12/9/13 an Identified as NOT Affected per service bulletin Page 3 item 1.

AD2020-16-01 eff. 9/21/20 Continental Cylinders: is not applicable to currently installed cylinders as defined in MSB18-08B above.

No further action required.

DATE 8/20/2020

HOBBS 2070.0 / Acft TT 6372.0

Engine TT 2902.7 Engine TSMOVH 676.8

The engine 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 ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 Hr. INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION."



Anthony R. Saxton AP32537461A

September 1, 2021 N31C

RIGHT ENG- TCM GTSIO-520-L S/N 292355-R

HOBBS- 2104.0 TSOH- 710.8 TTAF-6406.0

Inspected this engine per 100 hour checklist meeting the requirements of 14 CFR part 43 appendix D in conjunction with and annual inspection.

Changed the oil and filter. Serviced with 11 quarts of Phillips 20/50 X/C oil. Cut open the old filter and inspected. No abnormal indications were found. Compression test results were as follows: #1-78/80 #2-80/80 #3-67/80 #4-74/80 #5-66/80 #6-80/80. Checked the magneto timing and found

it was set to the manufactures data plate specification. Complied with AD 2007-05-15 starter adapter failure in accordance with par (h)(1)&(2) per MSB94-4g and found acceptable with .04 backlash. par (g) is next due if engine experiences rough running, par. (h) is next due at total time 6506.0

or August 2022. and par (j) is next due at total time 6772.0. Troubleshoot oil leak originating on the right side of the engine and found the lower aft nut on the through bolt on the number one cylinder was broken. Removed the cylinder and replaced the nut with a new part number 652541 and

torqued per TCM SB96-7C. This engine has been inspected/repared and or serviced in accordance with current FAA regulations and is approved for return to service at this time and date with respect to the work performed. I certify that this engine has been inspected in accordance with a 100

hour/annual inspection per 14 CFR part 43 appendix D and is determined to be in airworthy condition at this time and date. Performed post inspection operational checks per 14 CFR 43.15(c). Operational and leak checks satisfactory. End.

JAMES HODDENBACH AP26078371A

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N31C (Left Prop logs)

McCauley 3FF32C501 S/N 022268

Inspected prop per 100 hr. checklist meeting requirements of FAR 43 App. D. in conjunction with Annual Inspection on Cessna 421C, s/n 421C0096 this date. Performed post inspection operational checks per FAR 43.15 (c) Light filed & paint back. Replaced one deice brush set with new RAB40189.

DATE 3/28/2019

HOBBES 2021.0 / Acft TT 6323.0 Prop TT 1890.6

McCauley 3FF52C301

DATE 3/28/2019

HOBBS 2021.0 / Acft TT 6323.0

Prop TT 1890.6

DATE 3/28/2019
The prop 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 PROP HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 hr. INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION."



Anthony R. Saxton AP3253746IA

N31C (Left Prop logs)

McCauley 3FF32C501 S/N 022268

Inspected prop per 100 hr. checklist meeting requirements of FAR 43 App. D. in conjunction with Annual Inspection on Cessna 421C, s/n 421C0096 this date. Performed post inspection operational checks per FAR 43.15 (c) Light filed & paint back. .

DATE 8/20/2020

HOBBS 2070.0 / Acft TT 6372.0

Prop TT 2104.2

The prop 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 PROP HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 hr. INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION."



Anthony R. Saxton AP3253746LA

September 1, 2021 N31C

September 1, 2021 N3TC
LT PROP M/N- 3FF32C501AB S/N-022268

HOBBS -2104.0 TTAF- 6406.0 TSO- 2138.2

HOBBBS -2104.0 TTAf- 6406.0 TSO- 2138.2
I certify that this propeller has been inspected in accordance with an annual inspection and is determined to be in airworthy condition at this time
and date. End.

JAMES HODDENBACH AP26078371A

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September 1, 2021 N31C
RIGHT PROP M/N- 3FF32C501-B S/N-022269
HOBBS- 2104.0 TTAf-6406.0 Prop TT- 2138.2

HOBBBS-2104.0 TTAF-6406.0 Prop TT-2138.2
I certify that this propeller has been inspected in accordance with an annual inspection and is determined to be in airworthy condition at this time
and date. End. *James Gaddenbael*

ual inspection and is determined to be in airworthy condition at t

James Hoddenbach
JAMES HODDENBACH AP26078371A

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