



AIRCRAFT RECORD — GENERAL INFORMATION

MANUFACTURER Cessna MODEL 210D SERIAL 21058485

REGISTRATION NUMBER N3985Y DATE MFG. _____

ENGINE(S) CURRENTLY INSTALLED.

MFG CONT. MODEL IO-520-F SERIAL 168 120-7-F

MFG _____ MODEL _____ SERIAL _____

PROPELLER(S) CURRENTLY INSTALLED.

MFG McCauley MODEL D2A34C58 LMNO

HUB MODEL _____ SERIAL _____ SERIAL _____

BLADE MODEL _____ SERIAL _____ SERIAL _____ SERIAL _____

BLADE MODEL _____ SERIAL _____ SERIAL _____ SERIAL _____

The Standard



AIRCRAFT LOG

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.)

DATE 19__	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	
				INSTALLER Radio Equipment
			9:14.00 TOTAL	& STROBE IN ACCORDANCE WITH
			SEE FOLDER	AC 43-13-2 CHAPTER 4 CHANGE 6
			FOR ADDITIONAL	FIGURE 4.1. on STROBE & 43132
			WT & BAL	CHAPTER 3 ANTENNAS INSTALLATION
			& EQUIP	& 4313-2 CHAPTER 2 RADIO INSTALL.
			INFORMATION	REVISIONS TO EQUIP. LIST IN AC
				FOLDER WT & BALANCE AS FCCAS
				NEW EW = 1987
				NEW FCC = 36.7
				NEW USEFUL = 1113
				James E. Berg 1A1695303

with balance
 supervised
 11-27-71

DATE 19 <u>72</u>	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.)
2-29	1062			MAB
3-31	1070			MAB
4-30	1090			MAB
5-31	1103			MAB
6-30	1121			MAB
7-31	1140			MAB

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March 13, 1972				Cessna Service hit SK150-37A
				installed in compliance with AD 72-3-3
				Clifford Wells
				A1807652
8-31	1147.28			RAB

ISSUED
DATE

ISSUE
NO.

TOTAL
TIME IN
SERVICE

DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS
ENTRIES MUST BE ENCLOSED WITH NAME, EXPIRES AND CERTIFICATE NUMBER OF
MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)

I CERTIFY THAT THE ALTITUDE AND STATIC SYSTEM TESTS
REQUIRED BY FAR PART 25.115 HAVE BEEN PERFORMED.

LEAVE 11-25-72 PL SN 15849

THIS SYSTEM TEST PERFORMED ON 3-20-72
BY LEAVE AT ALCRAFT SER., INC.
FAA APPROVED REPAIR STATION NO. 2675

[Signature] 1-20-72
MECHANIC'S SIGNATURE DATE

Apr 12, 1972

Tech time, 10:30-15 Hydraulic system
serviced after pump rings Hydro pump on
Engine. [Signature]
171120257

DATE 19__	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.)
April 29, 1972				Vertical fin attach points inspected in compliance with AD 72-7-9. Clifford Wells A1807652
May 15, 1972				Overhauled nose shock strut, following parts replaced: valve assy, extension stop, pack support ring, seals, scraper ring, and pack retainer ring. Clifford Wells A1807652

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19 <u>72</u>				<p>Accomplished Annual Inspection: Checked structure, Controls, Cables, Checked wing, gear, engine attachments - made gear retraction - Packed wheel bearings - Replaced inner bearing left wheel - Replaced brake lining - left wheel. - Lubed throttle control. C/w AD 71-24-4 - Greased flap act. mech. Tech needs</p> <p>1120:35⁺</p> <p>WHITE - CROWE, INC. Aircraft Maintenance Inspection Municipal Airport Naples, Fla. 33940 P. O. Box 1426</p> <p>I certify that this aircraft has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition. Total time <u>1120:35</u> hours <u>7/1/72</u> date</p> <p><i>Richard M. Crowe</i> Richard M. Crowe A & P - IA21991</p>

DATE	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.)
1974				
Mar 12				<p> <small>FORM 7800-101, REV. 1-73 FAA FORM 8030-2 SAFETY, AIRWORTHINESS & SECURITY</small> </p> <p> <small>AIR CRAFT REG. NO. 35849</small> </p> <p> <small>TESTED TO 20,000 FT. _____ THE INSTRUMENT AIR OR A/C ON W/O. 475 WAS TESTED. IN ACCORDANCE WITH APPLICABLE SPECIFIC FAA REGULATIONS & FOUND AIR WORTHY.</small> </p> <p> <small>FAA REG. 43</small> </p> <p> <small>DATE Mar 12</small> </p> <p> <small>74</small> </p> <p> <small>2137154</small> </p> <p> <small>Mar 12/74</small> </p>
				<p> <small>TESTED Pilot static system to Part 23 - 1325 & found airworthy as req by FAR 410.170 W/inst 2137154</small> </p>

MAINTENANCE RELEASE

The aircraft and/or component identified on the reverse side was repaired and inspected in accordance with current FAA regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under

AIRS AND ALTERATIONS
AND CERTIFICATE NUMBER OF
FOR OTHER SPECIFIC ENTRIES.)

Work Order No. 475

Date Mar 21 Signed W. Smith

Mar 22

Removed, Rebuilt &
Reinstalled Turb & Bank
indicator. W Smith 2137124
for W Smith disbursement
SLN 003-2

DATE 19 <u>74</u>	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.)
11-27	74			Tach reads 1559.64 hrs. Total Time.
				Installed "O" ring kit in nose landing gear strut. See AD notes in back
				of log. Share 7 ELT removed & installed pointer Model 3000
				ELT s/n 303953 No wt & bal found for Share 7 - Pointer 1.9#
				@ 132 New E.W. 1988.8 lbs.
				New E.W.C.G 36.76 inches
				New Useful Load 1111.2 lbs.
				I certify that this aircraft has been inspected in accordance
				with an annual inspection & was determined to be in an
				airworthy condition
				Robert R. Papp IA 1339701

DATE 19 <u>75</u>	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.)
11-16	1748.87		TOTAL TIME	<p>ANNUAL INSP THIS DATE ALL ROUTINE MAINT ACCOMPLISHED</p> <p>I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION</p> <p>James L. Barge A1695303</p>

DATE	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.)
1976				
445				<p>Pilot Static Test performed by FAR 23-132502 required by FAR 9D-170 + found airworthy</p> <p><i>R. W. Matts</i> 2137153</p> <p>4-5-76</p>
WSM AERO INST., INC. FAA STATION CO3-2 DEKALB, ILLINOIS 60115				
ALT. MODEL <i>671CPX</i> SER <i>25849</i>				
TESTED TO <i>20,000</i> FT. _____ THE INSTRUMENT AND OR A/C				
ON W.O. _____ WAS TESTED				
IN ACCORDANCE WITH APPLICABLE SPECS. AND FAA REGULATIONS & FOUND AIR WORTHY.				
FAA REG. <i>43</i> APP. <i>E</i>				
DATE <i>4-5-76</i> SIGNED <i>R. W. Matts</i> <i>2137153</i>				

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14 Sept 76	Tach Reads	1913 Hours		Replaced both R+L Brake shoes Repaired wire on nose wheel well controlling Elect fuel Pump. Checked AD 76-04-01, does not apply by Part Manufacturer name (Ozone). L. Keener AP351329600
1/20/77	Tach reads	1932.6	Total time	1932.6 hrs I certify this aircraft has been inspected in accordance with a annual inspection and was determined to be in airworthy condition. Herbert O. Edwards Herbert O. Edwards 1082189 L.A.

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2-1-75	2068 Hrs			Visual & operational check of all systems & components. CW AD 70-15-16 Lobe flap screw jack. CW AD 75-07-12 Togg of Bendix ign switch
				I certify this <u>Aircraft</u> has been inspected in accordance with an <u>ANNUAL</u> inspection and was determined to be in airworthy condition.
				Signed <u>R.C. [Signature]</u>
				Date <u>2-1-75</u> W.O. No. <u>3877</u>
				Tach <u>2068</u> Total Time <u>2068</u>
				Penn Aviation, Inc. - Galesburg Aviation FIA Certified Repair Station C19,59 Galesburg, Ill. 61401

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	8-11-78			<p>Replace covers on flap. repaired fuel line bracket replace gasket oil sump. tighten oil screen Replaced turn and bank. Replaced land mounts left side. Replaced nose wheel tire replaced left main tire Installed Morse RP500 encoder Replaced DG with new type full face. see weight and balance in folder.</p>

DATE 1977	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.)
				Complied with the following A.P. Notes:
72	07-09			Vertical & horizontal stabilizer - Amdt # 39-1423 - Every 1000 Hrs. C/W by checking bolts & zy glo inspection
77	16-05			Fuel selector valve - Amdt. # 39-2998 - C/W by inspection of logs.
78	26-09			Vented Fuel caps - C/W by installing vented Cap.
71	24-04			Flexible hoses - Every 100 Hrs - Amdt. 39-1340 - C/W by insp.
70	14-07			Fuel pump by-pass needle - C/W by insp.
77	13-27			Main Crankcase cracks - Every 100 Hrs - Amdt # 39-3188 C/W by inspection.
78	20-1			M/Caulley Prop - Amdt # 39-3304 - C/W by test wind Prop. Date May 2, 1977, W.O. # 9828, SB # 134 - Prop overhauled Blades 90 AT - 8 S/N ^s C17771YS & C17774YS

DATE 1979	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.)
78-05-06		Goodyear		Amend # 39-3173. Every 100 hrs - CIW in accordance per "C" of A.D. Note.
79-05-02		Lithium Batteries		Amend. 35-3422 - N/A has Magnesium Battery part # 2016 Expires Mar 81.
76-07-12		Bendix Mag Switch		Amend # 39-3024 - Every 160 Hrs. CIW per label of A.D. Notes.
				Installed Ant. Hang on Gyro Serial #1167. Overhauled by Arkansas Instrument W/O #16785 - Dated 4-19-79.
				Harold R. Camden
				IA1722729

DATE 1979	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.)
7-0-79		TACH	235	Replaced rt fuel sump drain Bot well to PDC/5257
9-9-79		Tach.	2328	Replaced brake linings both main wheels. Resealed and serviced left master cylinder. Raymond Gefford ATP 336340080
17 Oct. 1979		Tach.	2355	Repaired cowl flap handle. Raymond Gefford ATP 336340080

the reverse side
 registered in his
 (1) Carrying
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 the pur-
 Federal

TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS <small>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)</small>
	24 OCT.	1979	tach 2355 removed and replaced flap indicator gage Raymond Jefford App 336740080
	Sept 9, 1983		Air craft inspected and considered to be air worthy for Ferry Flight Harold Standen App 1722779

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AIRCRAFT

Date June 10, 1980 Tach time 2399.0 ... Total time 2399.0
 Type Insp. Annual Ad. No. 80-11
 Wings Landing gear
 Fittings Empennage
 Controls Electrical
 Skin Battery
 Windshield Compass

I certify this aircraft has been inspected in accordance with Annual inspection and has been determined to be airworthy
 in airworthy condition.

Howard R. Conder
 IA 1722729

DATE 1950	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.)
				Replaced FLT antenna, repair rotating beacon, replaced gear warning horn.
				Complied with the following A.P. Notes:
				71-24-04 - Flexible hoses - Audit # 39-1340 - CIW by inspection & pressure checking.
				77-13-27 - Crack case cracks - Every 100 Hrs - CIW by inspection
				78-05-06 - Goodyear - Audit # 39-3173 - Every 100 Hrs CIW in accordance with Par "c" of A.P.
				80-06-05 slick Mags - Audit # 39-3718 - CIW by inspection
				76-07-12 - Bendit Mag switch - Audit # 39-3024 - CIW Pat 1 (abc)
				78-13-08 - Airbone - Audit # 39-3507 - N/A.

DATE 1950	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.)
79-28	-05	Lethum	E-LT Battery	- Audit 39-3705 - CW by inspection not applicable.
80-05	-04	EON	Seat Belts	- Audit # 39-3706 - N/A
79-19	-06	Fuel	Placard	- Audit # 39-3558 - N/A
				Harold Canda
				IA 1722729

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				<p>"I Certify that this aircraft has been inspected in accordance with <i>Annual</i> inspection and was determined to be in airworthy condition."</p> <p>Signed <i>Jerry Kelly</i></p> <p>Date <i>7/13/54</i> Work Order <i>0900</i></p> <p>Tach. <i>2484</i> Total Time _____</p> <p>Mt. Hawley Aviation, Inc. P.A.A. Approved Repair Sta. 3243</p>

DATE

SEPTEMBER 20, 1983

TACH TIME: 2593.8

19

5
ER OF
TRIES.)

Inspected aircraft in accordance with an ANNUAL INSPECTION
Opened Aircraft and checked and lubricated all cables and
pulleys, serviced all fluid levels and brakes. Replaced
induction cables. Checked landing gear operation.
Checked all A.D. notes (see sheet attached to rear of
log book). Performed routine maintenance as needed.

2593.8

TOTAL TIME

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

Nicholas J. Kuchin
FA 133 P 219

TACH. 2677.25

DATE 19__	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.)
10/11/84				<p>AIRCRAFT TOTAL TIME 2677.25 ALL FAIRINGS AND INSPECTION COVERS REMOVED. ALL CABLES AND CONTROLS INSPECTED AND CHECKED FOR TIGHTNESS. ALL WHEEL BEARINGS REPACKED. SERVICED BRAKES AND NOSE GEAR OLEO. ALL NEW STAINLESS STEEL SCREWS IN FAIRINGS AND INSPECTION COVERS. REPLACED REAR SEAT BELTS. LANDING GEAR RETRACTION CHECK O.K. ALL HINGE POINTS INSPECTED AND LUBRICATED. INSTALLED NEW RIGHT ELEVATOR TIP. INSPECT P WING FLAP JACK SCREW. INSPECT VERT. FIN ATTACH AD 72-7-9 OK, FUEL LINES INSPECTED AD 71-244 OK.</p>

DATE	REPAIRS MADE	REPAIRS MADE	TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND REPAIRS MADE <small>GENERAL USE OF ENGINEERS WITH HAND, BATTERY AND CERTIFICATE PROVIDED BY MECHANIC OR OTHER SERVICE. USE THIS PAGE FOR OTHER SPECIFIC DETAILS.</small>
				<p>NEW SUGAR MADE INSTALLED APR 24-18-25. FUEL FRANK INSPECTED, NOT WITHIN IN FUEL GUIDE PUMP MADE APR 24-18-21. F.V.</p>
				<p>2,977.22 TOTAL IN</p>
				<p>CERTIFY THAT THIS AIRCRAFT HAS BE INSPECTED IN ACCORDANCE WITH A N ANNUAL INSPECTOR A. D WAS DETERMINED TO BE I AIRWORTHY CONDITION <i>Mahesh J. Kulkarni</i> FA 1221219</p>

TYPE CESSNA 210 D
N# N3985Y
S/N 21058485

FRANKFORT AVIATION SERVICE, INC.
FRANKFORT AIRPORT, FRANKFORT, ILL. 60423
AUTHORIZED CESSNA DEALER
LOG BOOK INSERT

DATE 1-2-85
W.O.# 5433 and 5477
T.T. 2679.65
REC. HR METER 2679.65

At this time this aircraft was opened for inspection. The aircraft was serviced and inspected in accordance with Cessna service manual requirements. The following work was completed: replaced both brake discs with new 164-15 units. Both brake calipers were cleaned and new seals installed. Brake linings were replaced as required and brake system bled. The aircraft was jacked. The gear and wells cleaned. The main gear up lock actuator and emergency hand pump were resealed. The hydraulic filter was cleaned and gear serviced. Gear pressures and operation were checked on the Hydro Stand and adjusted as necessary. Wiring for the fuel pump and gear warning throttle switches were repaired. Also repaired the engine induction air box attach points and throttle switch bracket. The squat switch wires were correctly routed. Replaced the LH cowl flap attaching rivets. Freed the alternate engine air cable and replaced the alternate air door shaft. Replaced the propeller control rod end. A new 1250704-4 RH engine air filter was installed and repaired attaching brackets. Replaced and painted the RH lift strut upper and lower fairings. The elevator trim push pull rod hardware was replaced as necessary. Installed new foam in the trailing edge of the RH elevator. The ELT was correctly installed and functionally checked (battery exp. date 9/86). Both the LH and RH mufflers were replaced with a new unit on the RH side and overhauled unit from air-

craft Exhaust Systems on the LH side. Also both tail pipes were replaced with new units. New attaching bolts and springs were installed. All flexible fuel and oil hoses were replaced in the engine compartment. AD71-24-04 fluid flex line inspection effective 11/23/71 is required every 100 hrs. - next inspection due at 2779.65 hrs. AD84-10-01 was complied with by installing SK206-24 and -25 fuel drain kits. Also new fuel cap seals were installed. AD78-05-06 Goodyear fuel cells does not apply. Uniroyal tanks are installed in both the LH and RH side. A new LH window latch assembly was installed. AD76-14-07 main gear saddles effective 12/2/76 was previously complied with by person unknown. New saddles are installed. The original D2A34C58/90AT-8 propeller was removed and a Cessna 206 D3A32C90M/82NC-2, S/N 733792 plus spinner and bulkhead assembly were installed after a one-time field approval was obtained (see 337 form, dated 12/14/84). The spinner was stripped and painted with 817U Imron to match. See weight and balance for weight change and propeller log for propeller information. The aircraft data plate was permanently installed in its correct location after being located in the glove box. A replacement Airworthiness Certificate was obtained from the F.A.A. to replace the missing original. The aircraft was flight tested to check for proper operation and adjusted as necessary. Airworthiness directives have been checked through BW 84-25.

I certify that this aircraft has been certified in accordance with an Annual Inspection and was determined to be in an airworthy condition.


Bruce Rebechini
A & P 2224931IA

TYPE CESSNA 210D
N# 10831
SN 21058485

FRANKFORT AVIATION SERVICE, INC.
FRANKFORT AIRPORT, FRANKFORT, ILL. 60423
AUTHORIZED CESSNA DEALER
LOG BOOK INSERT

DATE 2/22/85
W.O.# 5541
T.T. 2686.0
REC. HR METER 2686.0

At this time, the oil cooler was replaced with an overhaul unit from Southwest Cooler Service, W.O. #3143, S/N 6304. A.D. #84-26-02, effective 1/29/85, was previously complied with by the installation of the left induction filter at 2677.25 and right filter at 2679.65. Air filters are not to exceed 500 hours time-in-service, or tach. time of 3179.65. A.D. 85-03-01, effective 3/15/85, on throttle and mixture controls was complied with as per Cessna Service letter SE-69-16, dated 7/22/69. By the inspection and modification of control cable to engine ends. The aircraft was ground operated, and adjustments were made as necessary. -end-

Agustin Gonzalez
Agustin Gonzalez
A & P 341601122

D TYPE CESSNA 210D
19 N # 3985Y
S/N 21058485

FRANKFORT AVIATION SERVICE, INC.
FRANKFORT AIRPORT, FRANKFORT, ILL. 60423
AUTHORIZED CESSNA DEALER
LOG BOOK INSERT

DATE 6/24/85
W.O.# 5697
T.T. 2698.98
REC. HR METER 2698.98

At this time a new throttle cable P/N \$1219-1A was installed in accordance with manual. A new left side instrument panel was fabricated to update instrument location to IFR "T" and a new Sigma Tek artificial horizon P/N 23-501-06-16, S/N T34612J, was installed in place of old style horizon. Panel was fabricated in accordance with AC 43.13-2A Chapter II Section 212 Paragraph B(1) & Section 213.

Nelson E. Cadwallader

Nelson E. Cadwallader
A & P 327504630

TYPE Cessna 210D
N# 3985Y
S/N 21058485

FRANKFORT AVIATION SERVICE, INC.
FRANKFORT AIRPORT, FRANKFORT, ILL. 60423
AUTHORIZED CESSNA DEALER
LOG BOOK INSERT

DATE 4-1-86
W.O.# 5974
T.T. 2725.48
REC. HR METER 2725.48

The aircraft was opened, inspected, and serviced as per service manual. All controls were checked for proper operation. The aileron and flap cable tensions were adjusted. All control surface hinges were cleaned and lubed as required. The wheel bearings were cleaned, inspected, and repacked. All of the brake linings were replaced. The pressure plate for the right brake was replaced. The left strut brake line was replaced. Both of the brake systems were bled. Both of the main landing gear saddles were replaced with the current design part number 1294151-1 and 1294151-2 saddles. All four NAS-146 bolts that attach the struts to the saddles were replaced. The main landing gear was shimmed and adjusted as necessary for proper contact on the cone bolt and support. The main gear inboard and outboard downlocks and indicator switches were adjusted as required. The main gear uplocks and struts were adjusted for wheel well clearances and operation. The left outboard downlock stop was replaced and the right stop was cleaned and reglued. The improved nose gear spring guide, P/N9882024-1 was installed as per SE84-3 dated 1/13/84 along with the spring and shield. The nose actuator downlock mechanism bolt was replaced. The nose door actuator hoses were

(continued) were replaced. The hydraulic filter was cleaned and reservoir serviced. A crack in the left nose cap top section was repaired by welding and repainted. Both of the fuel reservoir sump drains were replaced. The wiring for the pilot aux mike jack was repaired. The grommet for the copilot yoke in instrument panel was replaced. The ELT was functionally tested and its battery is due for replacement by September 1986. The aircraft battery was serviced. All lights were checked. All controls were lubed as required. The cowl flap handle was repaired. The elevator and rudder trim indicators were marked. Complied with Cessna service letter SE 84-3 by installing an improved nose actuator downlock spring guide. Complied with AD 71-24-04 effective 11-23-71 by inspection of the engine compartment flexible fluid hoses, and is due again in 100 hours at a T.T. of 2825.48. AD 76-14-07R2 effective August 28, 1985 was complied with by replacing both saddles with P/N 1294151-1 and 1294151-2 saddles and is due for inspection again in 1300 hours at an A/C T.T. of 4025.48. Complied with AD 79-08-03 effective 6-6-79 by reconnecting the cigar lighter wiring to the landing light circuit breaker. Installed new placard and special procedure card for fuel flow fluctuation in aircraft as per AD 79-15-01 effective July 26, 1979. Complied with AD 85-10-02 effective 6-20-85 by inspection of the induction airbox as per AD and is due again in 100 hours at a T.T. of 2825.48. Complied with AD 77-13-22 effective 7-22-77 by inspection of the engine crankcase as per AD and is due again in 100 hours at an A/C T.T. of 2825.48. AD 85-08-08 effect-

(continued) ive 5-13-85 was complied with by propeller overhaul by Aircraft Propeller Service (see prop log). Complied with AD 76-07-12 effective 8-30-77 by performing a mag switch off check as per AD and is due again in 100 hours at a T.T. of 2825.48. AD's have been checked through bi-weekly 86-05.-end-
I certify that this aircraft has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition.

Kenneth D. Sandine

Kenneth D. Sandine
A&P310569101

TYPE Cessna 210D
N# 3985Y
S/N 21058485

FRANKFORT AVIATION SERVICE, INC.
FRANKFORT AIRPORT, FRANKFORT, ILL. 60423
AUTHORIZED CESSNA DEALER
LOG BOOK INSERT

DATE 4-1-86
W.O.# 5974
T.T. 2725.48
REC. HR METER 2725.48

I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.

Bruce Rebechini

Bruce Rebechini
A&P2224931IA

DATE 19__	TOTAL TIME IN SERVICE	CURRENT WEIGHT AND BALANCE INFORMATION			
		EMPTY WEIGHT	EMPTY C. G.	USEFUL LOAD	REMARKS
21 Oct 86	Tech	2754.52	Removed	Marco DHE 70 S/N 11 HR6	Antenna
			Installed	ARNAW R-30 S/N 60347	Antenna S/N 32929
				See minor Alterations & 337 for detail.	
			Install or Removed Avionics Components As listed in Minor Alterations Form, Date <u>21 Oct 86</u> Work Order No. _____ on file at (BA, Inc.) New A/C Empty Weight <u>1984.85</u> New A/C E.W.C.G. <u>36.45</u> New A/C Useful Load <u>4115.15</u>		
			BLOOMINGTON AVIONICS INC. CRSC 19-67		
10/25/86	EXCHANGED		REPLACE REPAIRS units inside Robert A. Lenoir		
			AR500, S/N 14027; DG. 40008-6 S/N 121192; ALT. 671CPX-10-051 S/N 25889		

DATE	TOTAL TIME IN SERVICE	ITEM - MFG NAME	EC
		altimeter, 25449	
		tested in accordance with paragraph (b) to an altitude of 25000 feet MSL.	
		Signed <i>[Signature]</i> for	
		BLOOMINGTON AVIONICS, INC. BLOOMINGTON/NORMAL AIRPORT BLOOMINGTON, ILLINOIS 61701 CRS C19-67	
		The aircraft static pressure system has been tested and tested in accordance with FAR 43, appendix E, paragraph (a) to an altitude of 25000 feet MSL.	
		Signed <i>[Signature]</i> for	
		BLOOMINGTON AVIONICS, INC. BLOOMINGTON/NORMAL AIRPORT BLOOMINGTON, ILLINOIS 61701	

The Altitude Reporting System has been inspected and tested to an altitude of 25000 feet MSL in accordance with FAR 91.36. Refer W.O. 3718 Dated 10/28/64
Signed *[Signature]*
BLOOMINGTON AVIONICS, INC.
BLOOMINGTON/NORMAL AIRPORT
BLOOMINGTON, ILLINOIS 61701
CRS C19-67

The ATC transponder test and inspections required by FAR 91.172 were performed this date and found to comply with FAR 43, Appendix F, WO # 3718
ATC transponder 2750 S/N 11A2
Bloomington Avionics, Inc.
FAA Repair Station C-19-67.
Signed *[Signature]*
CHIEF INSPECTOR

- Equipment
- Equipment
- Exchanged for Optional
- Exchanged for Optional
- Equipment
- Equipment
- Exchanged for Optional
- Exchanged for Optional
- Equipment
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