

AIRCRAFT RECORD — GENERAL INFORMATION

MANUFACTURER CESSNA MODEL T 210 M SERIAL 21061835
 REGISTRATION NUMBER N 732 WP DATE MFG. 3-28-77
 ENGINE(S) CURRENTLY INSTALLED:
 MFG CONTINENTAL MODEL TS10-520-R-1A SERIAL 512178
 MFG _____ MODEL _____ SERIAL _____
 PROPELLER(S) CURRENTLY INSTALLED:
 MFG MCCAULEY MODEL D3A34C402
 HUB MODEL _____ SERIAL 776652 SERIAL _____
 BLADE MODEL 90 DFA-10 SERIAL B70244 SERIAL B70433 SERIAL B70453
 BLADE MODEL _____ SERIAL _____ SERIAL _____

The Standard



AIRCRAFT LOG

| DATE 19 <u>87</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.) |
|----------------------|---------------------------|------------------|-----------------------------|--|
| 11-23 | 873.0 | | 873.0 | Performed annual airframe inspection as per shop inspection form. Replaced Elt battery. new expiration date is: Sept. 1989. Elt tested ok. 91.171 + 91.172 DUE: DEC. 1988. Lubed controls. Cleaned fuel screens. Serviced + charged battery. Checked electrical system + lights. Greased wheel bearings. Performed gear retraction test + checked ok. Serviced hydraulic powerpack reservoir. Serviced brake reservoirs. Adjusted fit of left rear gear door. Replaced two flood light bulbs. Safety wired auto pilot sensor mount bolts. Replaced missing flap hinge snap buttons on top leading edge. Tightened pitot head mount screws. Retorqued fuel line bolts in wings + floor. Secured cox antenna cable in left inboard wing. Replaced both nose wheel dust covers. Replaced seals in OXYGEN BOTTLES HYDROSTATIC TEST DUE: OCT. 1988. |

| DATE 19 <u>87</u> | REC T |
|----------------------|------------|
| 11-23 | 8 |
| | left |
| | brake |
| | with |
| | girth |
| | Replace |
| | SELECTOR |
| | + ROLL |
| | INSPECTION |
| | BREAKER |
| | LATCH |
| | TIME |
| | REAR |

| DATE 1987 | 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.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| 11-23 | 873.0 | | 873.0 | ANNUAL CONTINUED. |
| | | | | Left rear main gear door actuator cylinder. Replaced all brake linings. Replaced nose gear actuator spring guide with new improved parts as per Cessna SE 84-3. P/N 9882024-1 guide installed - steel. Secured wires under co-pilot's panel. Replaced one seat stop on pilot's side. C/W AD 85-02-07 FUEL SELECTOR VALVE INSPECTION. AMEND. DATE: 3-06-85. FREEPLAY IS 10 DEGREES + ROLL PIN PREVIOUSLY SAFETY WIRED. C/W AD 87-06-09 CIRCUIT BREAKERS INSPECTION. AMEND. DATE: 4-27-87. AFFECTED BREAKERS ARE NOT INSTALLED. BREAKER MOUNT BUSHINGS ARE SLOTTED. AD 87-20-03 SEAT TRACKS, LATCHES, + ROLLERS INSPECTION WILL BE DUE AT 1,000 HOURS TOTAL TIME ON TACH. AD'S CHECKED THRU 87-22. SEE LISTING IN |

REAR OF #1 LOG + THIS LOG.

OVER

| DATE 1987 | 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.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| 11-23 | 873.0 | | 873.0 | ANNUAL CONTINUED. Replaced left fuel cap filler neck (32 GAL.) placard. Replaced panel bulbs P/N GE 334 for right fuel gauge + oil pressure. Installed Cessna kit # SK 210-113 Fuel cap restrictor adapters. |
| | | | | I CERTIFY THAT THIS AIRCRAFT ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION, WITH RESPECT TO THE WORK PERFORMED. PERTINENT DETAILS OF THIS INSPECTION ARE ON FILE AT THIS AGENCY, UNDER WORK ORDER NO. <u>17682</u> DATE <u>11-23-87</u> SIGNED: <u>Richard M. Lieb</u> GEORGE J. PRIESTER AVIATION SERVICE, INC. WHEELING, ILLINOIS FAA APPROVED REPAIR STATION NO. 4303 |

| DATE 1988 | RECORDING TACH TIME |
|--------------|---------------------------|
| 3-17 | 80 |

| DATE 19 <u>88</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.) |
|----------------------|---------------------------|------------------|-----------------------------|---|
| 3-17 | 881.4 | Tach | | Removed and Replaced Landing Gear Pressure Switch P/N 9880910-1 S/N on 73591 S/N OFF 2533. Performed Retract test - Tested Good. |
| | | | | The aircraft, airframe, aircraft engine, propeller, appliance or component identified above was repaired and inspected in ac- cordance with current manufacturers instructions and in accord- ance with Aviation Regulation Part 43, and is approved for return to service as per these requirements. With respect to work performed pertinent details of the repair are on file at this repair station under Work Order No. <u>18163</u> |
| | | | | Date <u>3-17-88</u> Signed <u>William J. Stevens</u> |
| | | | | GEORGE J. PRIESTER AVIATION SERVICE INC. <u>X</u> |
| | | | | WHEELING, IL <u>X</u> |

FAA APPROVED REPAIR STATION NO. 4303

N 732 up

| DATE 1989 | 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.) |
|---|---------------------------|------------------|-----------------------------|---|
| 1-13-89 | 499.4 | Hobbs | - | |
| <p>The following altimeter system and altitude reporting equipment tests and inspections as required by FAR 91.171 law FAR 43, Appendix E have been performed.</p> | | | | |
| <p>Para (a) Static System 1-13-89 (date)</p> | | | | |
| <p>Para (b) Altimeter (s) Pilot's FA401A C/P's 5934A-1 Altimeter S/N 6228 S/N 7827 Tested to 30,000 feet (Date) 1-13-89</p> | | | | |
| <p>Para (c) Integrated System Test 1-13-89 (date)</p> | | | | |
| <p>Signature <u>B. J. Priest</u> Work Order No. <u>R4586</u></p> | | | | |
| <p>GEORGE J. PRIESTER AVIATION SERVICE FAA REPAIR STATION 4303 WHEELING, ILLINOIS</p> | | | | |
| <p>ATC Transponder test and inspections as required by FAR 91.172 law FAR 43, Appendix F, have been performed.</p> | | | | |
| <p>Transponder Model <u>RT454A</u> S/N <u>3493</u></p> | | | | |
| <p>Transponder Model <u>N/A</u> S/N <u>N/A</u></p> | | | | |
| <p>Signature <u>B. J. Priest</u> Date <u>1-13-89</u></p> | | | | |
| <p>Repair Order No. <u>R4586</u></p> | | | | |
| <p>GEORGE J. PRIESTER AVIATION SERVICE FAA REPAIR STATION 4303 WHEELING, ILLINOIS</p> | | | | |

| DATE 1989 | RECO TA TI |
|--------------|------------------|
| 1-18-89 | 98 |
| "6" | TAC |
| PROP T/M | |
| 980.4 | |

| 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.) |
|----------|---------------------------|------------------|-----------------------------|--|
| 1-18-89 | 980.4 | | 980.4 | ANNUAL INSPECTION COMPLETED THIS DATE. |
| "6" TACH | | | | CLEANED FUEL STAIN AT RIGHT WING - CLEANED FUEL VENT SYSTEM AT RIGHT WING SERVICED NOSE STRUT. NEW PROP TIME 980.4 |
| | | | | OTOL SEAL AT OUTBOARD END OF RIGHT WING WIRE. |
| | | | | BALANCED NOSE WHEEL TIRE. RETORQUED NOSE STRUT C/N AD 87-20-03 R. NEW TACHOMETER INSTALLED. |
| | | | | C/N AD 88-22-07 AFFECTED HOSE NOT INSTALLED |
| | | | | AP STRUT LIST 8826 |
| | | | | CHECKED FOR |
| | | | | COMPLIANCE |
| | | | | I CERTIFY THAT THIS AIRCRAFT/ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION, WITH RESPECT TO THE WORK PERFORMED. PERTINENT DETAILS OF THIS INSPECTION ARE ON FILE AT THIS AGENCY, UNDER WORK ORDER NO. <u>26330</u> DATE <u>2-20-1-18-89</u> SIGNED: <u>William J. Brown</u> GEORGE J. PRINCE, AIRMAN SERVICE. |

WHEELING, ILLINOIS

FAA APPROVED REPAIR STATION NO. 4303

| DATE 19 <u>89</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) |
|---------------------------|---------------------------|------------------|-----------------------------|--|
| 7-26 | Tach: | 35.3 hrs. | TTA: 1015-7 hrs. | C/W RESSNA AD 71-09-07 |
| AMEND. 11-26-86. | | | | " EXHAUST SYSTEM CABIN HEAT EXCHANGER PRESS |
| TEST FOR CRACKS. | | | | NO CRACKS WERE FOUND. NEXT INSPECTION |
| DUE AT 85.3 HRS. ON TACH. | | | | Pressure lubed defroster control |
| | | | | cable under instrument panel + control operates normal. |
| | | | | The aircraft, airframe, aircraft engine, propeller, appliance or |
| | | | | component identified above was repaired and inspected in ac- |
| | | | | cordance with current manufacturers instructions and in accord- |
| | | | | ance with Aviation Regulation Part 43, and is approved for return |
| | | | | to service as per these requirements. With respect to work |
| | | | | performed pertinent details of the repair are on file at this |
| | | | | repair station under Work Order No. <u>22165</u> |
| | | | | Date <u>7-26-89</u> Signed <u>Richard M. Lieb</u> |
| | | | | GEORGE J. PRIESTER AVIATION SERVICE |
| | | | | WHEELING, IL |

FAA APPROVED REPAIR STATION NO. 4303

| 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.) |
| 1-12-90 | TACH Reads 61.6 hrs | | | Airframe Total Time 1042.0 hrs |
| | | | | Completed Annual inspection using SARP insp form as a |
| | | | | guide. Replaced ELT Battery, new exp date "Feb 92". Inspected |
| | | | | seats + seat rails per AD 87-20-03 R1 eff 4-4-88. Adjusted steel |
| | | | | retract cable. Cleared + inspected Air Filter per AD 84-26-02 eHP |
| 1-29-85 | | | | Replacement done at 217.8 hrs on TACH. Pressure Tested |
| | | | | exhaust heat exchanger per AD |
| 71-09-07 R1 | | | | eff 11-26-86. ADs in |
| | | | | compliance as applicable thru |
| 89-26. | | | | |

I CERTIFY THAT THIS AIRCRAFT/ENGINE HAS BEEN INSPECTED
IN ACCORDANCE WITH A Annual INSPECTION
AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION, WITH
RESPECT TO THE WORK PERFORMED. PERTINENT DETAILS OF
THIS INSPECTION ARE ON FILE AT THIS AGENCY, UNDER WORK
ORDER NO. 62805 DATE 1-12-90
SIGNED: Henry B. Bucke

GEORGE J. PRIESTER AVIATION SERVICE

WHEELING, ILLINOIS

FAA APPROVED REPAIR STATION NO. 4303

| DATE | RECORDING TACH 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> |
|------|---------------------------|------------------|-----------------------------|--|
| 19__ | | | | |
| | | | | I HEREFY THAT THIS AIRCRAFT/ENGINE/PROPELLER HAS BEEN INSPECTED IN ACCORDANCE WITH A REQUEST TO THE WORK PERFORMED. PERSON WHO DID THIS INSPECTION ARE ON FILE AT THIS DATE 1-18-91 SIGNED [Signature] PRIESTER AVIATION |
| | | | | <input checked="" type="checkbox"/> PROP 248H Wheeling IL |

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.) |
|---------------------------|------------------|-----------------------------|---|
|---------------------------|------------------|-----------------------------|---|

| | | | |
|--------|------|------------|--|
| 8 TACH | REAR | 133.5 HRS. | |
|--------|------|------------|--|

Following altimeter system and altitude reporting equipment
test and inspections as required by FAR 91 iaw FAR 43
Appendix "E" have been performed:

APPENDIX "E"

Static System

1/8/91

(date)

ATC Transponder test and inspections as required by FAR 91.
iaw FAR 43, Appendix F, have been performed.

Transponder Model

RT-459A

S/N

3493

Altimeter(s)

Pilots

FA-401A

C/P's

1/1

Altimeter

Transponder Model

S/N

S/N

0223

S/N

1/1

Tested to

25,000

feet

Signature

Jack R. Stoyel

Date

1/8/91

(Date)

1/8/91

Repair Order No.

R6202

Integrated System Test

1/8/91

(date)

Signature

Jack R. Stoyel

Work Order No.

R6202

PRIESTER AVIATION

☒ PRI 248H

Wheeling, IL

☐ PRI 248H

Sugar Grove, IL

☒

PRI 248H

Wheeling, IL

☐

PRI 248H

Sugar Grove, IL

DATE

RECORDING

1990

TACH

4/15

134.

| 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.) |
|------|---------------------------|------------------|-----------------------------|--|
| 4/15 | 134.2 | | 1314.6 | Installed factory new skin P/N 1221006-27 on left column and balanced with paint. |
| | | | | The aircraft, engine, propeller, appliance or component identified above was repaired and inspected in accordance with current manufacturers instructions and in accordance with Aviation Regulation Part 43, and is approved for return to service as per these requirements. With respect to work performed pertinent details of the repair are on file at this repair station under Work Order No. 25208 DATE 4-15-96 SIGNED Henry B. Bonds PRIESTER AVIATION |
| | | | | PRR 248H Wheeling, IL |

DATE

9

11/20/91 N732WP S/N 21061835 TACH TIME: 192.1 WO# 26757

OF
(ES.)

REMOVED AND INSTALLED NEW VOLTAGE REGULATOR P/N C611004-0101 S/N 009
0602. REPLACED STARTER SOLENOID P/N S-1577A1. SERVICED BATTERY.
VOLTAGE SET AT 28.7 VOLTS. SYSTEMS OPERATIONAL CHECKED OK. REPLACED
RIGHT MAIN TIRE. GOODYEAR FLIGHT CUSTOM 11. REMOVED AND INSTALLED
NEW CABIN STEP CABLE P/N 1211504-1. JACKED AIRPLANE AND PERFORMED
GEAR RETRACTION TEST AND OPERATIONAL CHECK OF STEP I/A/W CESSNA 210
MAINT MANUAL.

The aircraft, airframe, engine, propeller, appliance or component
identified above was repaired and inspected in accordance with
current manufacturers instructions and in accordance with Aviation
Regulation Part 43, and is approved for return to service as per these
requirements. With respect to work performed pertinent details of
the repair are on file at this repair station under Work Order No.

SIGNED 11/20/91 DATE 11/20/91

PRESTER AVIATION

☒ PER 248H
Whaling, B.

DATE

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N#: N732WP S/N: T210M-61835 DATE: 01/10/92 WO#: 27242Airframe Entry ATT: 1176.2 Hobbs: 712.7 Tach: 195.8 [+908.4]

Accomplished a ANNUAL Inspection as per **Priester Aviation** Inspection Form. ELT Battery due 01/94. Replaced Vacuum Relief Valve Filter p/n B3-5-1. C/W AD71-09-07R1 on the Exhaust System Pressure Check by inspection and pressure check. C/W AD76-07-12 on the Bendix Ignition Switch by ops check on engine run. C/W AD84-26-02 on the Induction Air Filter by visual inspection. C/W AD87-20-03R2 on the Seat Tracks and Rails by inspection. C/W AD91-22-01 on the Fuel lines by inspection as per SE82-32. Removed four (4) Oxygen Bottle(s) for Hydrostatic Check by Consolidated Fire Control, Inc. in Mundelein, Ill. Reinstalled same Bottle(s) DOT 3AA-1800 with s/n 35888, 35766, 42970 and 36933. [See attached Repair Tags]. Aircraft Test Flown and found to be airworthy for return to service.

I CERTIFY THAT THIS ~~(AIRCRAFT/ENGINE/PROPELLER)~~ HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION, WITH RESPECT TO THE WORK PERFORMED. PERTINENT DETAILS OF THIS INSPECTION ARE ON FILE AT THIS AGENCY, UNDER WORK ORDER NO. 27242 DATE 10 JAN 92

SIGNED: _____

PRIESTER AVIATION

☒ PRIR 248H
Wheeling, IL

NR: N732WP S/N: T210M-61835 DATE: 02/28/92 WO#: 27452

Airframe Entry Tach: 196.4

Removed existing Main Battery and installed a NEW GILL p/n G-242;
s/n G01409870. Ground ran engine to ops check Battery installation -
engine run found Normal at this time.

The aircraft, airframe, engine, propeller, appliance or component
identified above was repaired and inspected in accordance with
current manufacturers instructions and in accordance with Aviation
Regulation Part 135 and is approved for return to service as per these
requirements. With respect to work performed pertinent details of
the repair work on file at this repair station under Work Order No.

SIGNED

PRIESTER AVIATION

PRR 248H
Whaling, IL

R OF
RIES.)

DATE 1992
RECORD TAC
TIM

5-20 021

[illegible]

DATE

19__

AIRFRAME LOG BOOK ENTRY

N732WP CESSNA T-210-M S/N 21061835

JULY 20, 1992 TACH: 256.5 HRS. HOBBS: 778.8 HRS.

Installed new left fuel sump drain valve P/N S2020-2 W/ "O"ring supplied with valve. Safety valve and check for leaks, none detected.

END

Robert W. Sommers
Robert W. Sommers AP3485668321A

OF
(IES.)

The aircraft, airframe, engine, propeller, appliance or component identified above was repaired and inspected in accordance with current manufacturers instructions and in accordance with Aviation Regulation Part 43, and is approved for return to service as per these requirements. With respect to work performed pertinent details of the repair are on file at this repair station under Work Order No.

28021 DATE July 20, 1992

SIGNED *Richard M. Smith*

PRIESTER AVIATION

☒ PRI 248H
Wheeling, IL

FAR 91.411 & 91.413 CERTIFICATION FORM

SM - 7221P

ALPHA TYPE: CESSNA 210

CROSS

OWNER: R. Smith

UTILITY

OTHER

FAR 11, 411 & 91, 413 CERTIFICATION FORM

NAME: McLure AIRCRAFT TYPE: Cessna 260 NR: 7211K

SYSTEM: PILOT 1 1 COPILOT ☒ STANDBY ☐ UTILITY ☐ OTHER ☐

ALTITUDE MAKE: Yule P/N: 554PA-1 S/N: 150

ENCODER/SDCH MAKE: P/N: S/N:

TRANSFORMER MODEL: S/N:

AT CURRENT BAND SETTING OF 30.0 ALTITUDE UNDER TEST READS: 30 FEET.
AT CURRENT BAND SETTING OF 30.0 MASTER ALTITUDE READS: 30 FEET.
AT CURRENT BAND SETTING OF 30.0 MASTER ALTITUDE READS: 30 FEET.

TABLE 1
SCALE ERROR

TABLE 2
FRICTION ERROR

TABLE 3
STATIC SYSTEM LEAK

TABLE 4
PILOT SYSTEM LEAK

TABLE 5
CORRELATION CHECK

TABLE 6
CORRELATION CHECK

TABLE 7
CORRELATION CHECK

TABLE 8
CORRELATION CHECK

TABLE 9
CORRELATION CHECK

TABLE 10
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TABLE 11
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TABLE 47
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TABLE 48
CORRELATION CHECK

TABLE 49
CORRELATION CHECK

TESTS, REPAIRS AND ALTERATIONS
ME, RATING AND CERTIFICATE NUMBER OF
ACK PAGES FOR OTHER SPECIFIC ENTRIES.

Inspections as required by FAR 91.
has been performed.

9A S/N 3493

S/N
Date 1-12-93

to: RTK
ESTER AVIATION

N732WP 1/14/93 318.2TACH 1298.6ACTT 1298.6ETT WO#28706

PERFORMED ANNUAL INSP IAW APPROVED SHOP INSP FORMS AND CESSNA
MAINT. MANUAL. INSP AND LUBED AIRCRAFT AND REPACKED ALL WHEEL
BEARINGS. REPLACED ALL BRAKE LININGS WITH NEW. REPLACED VACUUM
RELIEF FILTER WITH NEW. REPLACED RIGHT NAV LIGHT BULB WITH NEW.
REPLACED 2 POST LIGHT BULBS AS NEEDED. REPAIRED RIGHT ELEVATOR TRIM
TAB AND REPAINTED. SERVICED NOSE STRUT WITH NITROGEN. CW AD 71-09-07
R1 EXHAUST SYSTEM PRESSURE CHECK, FOUND OK. NEXT DUE AT 1348.6 ACTT.
CW AD 76-07-12 BENDIX SWITCH CHECK, FOUND OK. NEXT DUE AT 1398.6 ACTT
CW AD 87-20-03 R2 SEAT AND SEAT TRACK INSP, FOUND OK. NEXT DUE AT
1/14/94. CW AD 92-26-04 FUEL SYSTEM CHECK AND FLIGHT MANUAL REVISION,
CW BY INSTALLING SK210-136-1 FUEL CAP KIT, AND CALIBRATING FUEL SYST.
INSTALLED AD AS REVISION INTO AC FLIGHT MANUAL. -----END-----

10 AC FLIGHT MANUAL ----- END-
I CERTIFY THAT THIS IMPROVISED (ENGINE/PROPELLER) HAS
BEEN INSPECTED IN ACCORDANCE WITH A
28 Annual INSPECTION AND WAS FOUND
TO BE IN AIRWORTHY CONDITION, WITH REFERENCE TO THE
WORK PERFORMED. PERTINENT DETAILS OF THIS INSPEC-
TION ARE ON FILE AT THIS AGENCY, UNDER WORK ORDER
NO. 28406 DATE 11/14/93
SIGNED: [Signature]

PRIESTER AVIATION

☒ PRIIR 248H
Wheeling, IL

36
AGE

Joliet Avionics, Inc.
DuPage Airport
West Chicago, IL 60185
Tach: 391.8

18 March 1994
WD 150215
N 7324P

NS
BER OF
TRIES.)

Removed KI-227 Indicator S/N 8451. Installed Trimble TNL-2000T GPS
S/N 3381738, Trimble 16248-11 GPS Antenna S/N 3122A17024, Icarus 3000U
Serializer S/N 2742, Icarus AltAlert S/N 39762, Mid Continent MD26-28
AC/Inverter S/N 1262, N.A.T. A480-001 Intercom S/N 11005, N.A.T. PS08-001
Relay S/N 12660 and Argus 5000 Moving Map Display S/N 03174. Forms 337
reference GPS, AltAlert and Moving Map installations. Weight and Balance
has been computed and entered in appropriate aircraft paperwork.

Install and/or removal Avionic Components
as listed in Minor Alteration Form
Date 6-2-94 Work Order No. 150215
on file at Joliet Avionics, Inc.

New Aircraft Empty Weight: 2521.70

New Aircraft EWCG: 72.70

New Aircraft Useful Load: 278.30

Signed By [Signature]
JOLIET AVIONICS, INC.

DuPage Airport
West Chicago, IL 60185
FAA Approved Repair Station No. NF2R029L

JOLIET AVIONICS, INC.
FAA REPAIR STATION #NF2R029L CLASS III

SIGNATURE

Inspector

| | | | | |
|------|--------------|--|-----------------|----------|
| DATE | Cessna T210M | J.A. Air Center | T.T.: 1372.2 | |
| | N732WP | DuPage Airport, West Chicago, IL 60185 | | IS |
| 19__ | 21061835 | Airframe Log: | Rec. Hr.: 391.8 | ER OF |
| | | | | (TRIES.) |

At this time this aircraft was opened, cleaned, inspected and serviced as per Cessna Service Manual for an Annual Inspection. All flight controls were checked for proper cable tensions, travels, condition and lubricated as required. The electrical and lighting systems were checked for proper operation and condition. Serviced the aircraft battery. Functionally tested the ELT. Inspected and serviced the vacuum system. The fuel system was checked for condition, leaks, security and proper operation. Serviced the fuel filters and sumps. Anti- and de-ice systems were checked for proper operation and condition. The aircraft was jacked; wheels were removed. Bearings were cleaned, inspected and greased. Cessna 3-piece wheels were inspected for bolt hole cracks. Brakes were cleaned, inspected and system serviced. Landing gear operational and rigging checks were performed. Serviced the hydraulics and lubricated the gear as required. Serviced the shimmy dampener. Interior components, seat structures and seat belts were checked for proper condition. The aircraft was checked for proper markings and placards. These items were repaired, replaced or corrected:

Continued Next Page—

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Cessna T210M, N732WP: Annual Inspection: Cont.: TT: 1372.2 Page 2

DATE

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1) Reinstalled this engine in the above aircraft after a Black Series Overhaul by Victor Aviation. The engine was supplied with Slick pressurized mags P/N 6320 LH S/N 93120048 & RH S/N 93120052, harness, spark plugs, complete fuel injection, turbo P/N C295001-0101 S/N RD0111L and a new VAR crankshaft. The engine was installed after a through cleaning and inspection of the engine compartment, cowl, baffles and other reused components was performed. Installed these components with the engine: factory overhauled turbo controller P/N 470688-9007 S/N WK-L0118, waste-gate P/N 470908-9011 S/N XB000193 and relief valve P/N 470944-9012 S/N XB000037. Overhauled propeller governor P/N C290D4-B/T2 S/N 770695 (Total time of 1372.2 hours), overhauled propeller P/N D3A34C402 S/N 776652 (Total time of 1372.2 hours), ElectroSystems exchange alternator P/N DOFF10300B S/N 4021713, and factory new vacuum pump P/N 212CW S/N 06AJ001615. Replaced all fuel and oil hose assemblies with new units from Omaha Airplane Supply. Installed all new vacuum, low pressure and aeroduct hoses. Replaced the engine mounts with new J-12453-1, J-12453-6 and one 1250800K200 assemblies. Replaced the induction air filter, alternator belt, misc. hardware to complete the installation. Serviced the engine with 20W50 Phillips Type M oil.

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NUMBER OF
ENTRIES.)

Continued Next Page---

| DATE | Cessna T210M, N732WP: Annual Inspection: Cont.: TT: 1372.2 Page 3 | Ces |
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| 9 | 2) The exhaust system was sent to Knisley Exhaust Systems for inspection and complete overhaul. Replaced all attaching exhaust hardware, gaskets, seals and riser clamps. | 13) |
| | 3) Replaced the defective CHT probe. | 14) |
| | 4) Replaced the cracked aft engine baffle assemblies side baffle supports; repaired the induction scoop brackets and attaching nut plates. | 15) |
| | 5) Installed a factory new tach cable assembly. | 16) |
| | 6) Installed a new vacuum regulator and filter. | 17) |
| | 7) Replaced the electric Dukes fuel boost pump with an overhauled exchange assembly P/N 4140-00-15 S/N 23452 from Dukes equipped with Nylatron vanes as per Cessan SEB94-7 and Dukes Bulletin 0001. | 18) |
| | 8) Replaced the defective LH & RH cowl flap cables and rigged as per Cessna Service Manual. | 19) |
| | 9) Replaced the four engine manifold and accessory drain lines. | 20) |
| | 10) Installed a Tanis engine preheater system P/N TAS100-12 S/N 22250 as per supplied drawings and instructions #104; and installed five TAS100T-J combo probes compatible with the Insight System. | 21) |
| | 11) Installed an Insight #2856 adapter probe to improve CHT readings. | |
| | 12) Removed the original unused EGT wiring. | |

Continued Next Page---

Cessna T210M, N732WP: Annual Inspection: Cont.: TT: 1372.2 Page 4

IONS
NUMBER OF
ENTRIES.)

- 13) Adjusted the aileron cable tensions and system rigging to specifications as per Cessna T210M Service Manual.
- 14) Found an elevator trim cable off of an aft pulley. Inspected the cable and pulley. Reinstalled the cable and set cable tensions to specifications.
- 15) Adjusted the flap cable tensions to specifications as per Cessna T210M Service Manual. Repaired a cracked inspection hole doubler in the RH flap.
- 16) Replaced all static wicks with new Cessna assemblies. Cleaned the mating surfaces for proper bonding.
- 17) Replaced the central vacuum filter. Next replacement is due in 500 hours @ 891.8 tach time/1872.2 total time or on condition.
- 18) Replaced the dry chemical cable fire extinguisher with a Halon 1211 unit. Weight change was minimal.
- 19) Serviced the oxygen system and leak checked. Found the filler port leaking. Installed a new filler port and serviced the system. Next system hydro-test is due 01/97.
- 20) Replaced the cracked LH & RH elevator tip fairings.
- 21) Removed minor corrosion from the baggage floor. Applied zinc chromate to stabilize the surface.

Continued Next Page----

Cessna T210M, N732WP: Annual Inspection: Cont.: TT: 1372.2 Page 5

| DATE | RE | | OF |
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| 19__ | | 22) Cleaned and resealed the seeping LH & RH fuel system vapor collection header tank fittings. | S.) |
| | | 23) Secured wire harness in several locations under the cabin floor and added protective spiral wrap at several bulkheads, fuel line and LH header tank to stop rubbing and chaffing. | |
| | | 24) Inspected the LH & RH main 3 piece wheel assemblies as per Cessna Service Bulletin. Found both hubs cracked. Installed new style two piece McCauley wheel assemblies. | |
| | | 25) Found both brake disc below minimum thickness limits. Installed new Cleveland disc assembly and replaced all brake linings. | |
| | | 26) Resealed the seeping LH & Rh brake caliper assemblies. | |
| | | 27) Replaced the failing RH brake line short segment from the caliper to the gear leg connector. | |
| | | 28) Replaced nose tire with a new Goodyear 5.00X5 6 ply FCII tire. | |
| | | 29) Replaced the worn LH & RH main gear saddle shells. Rigged the LH & RH main gear down lock system as per Cessna T210M Service Manual. Adjustment of the light house fitting was necessary to set proper hook engagement. | |
| | | 30) Replaced the nose gear shimmy dampener seals and serviced the dampener as per Cessna Service Manual. | |
| | | 31) Repaired the inoperative low vacuum light. | |

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Cessna T210M, N732WP: Annual Inspection: Cont.: TT: 1372.2 Page 6

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- DAI 32) Replaced the ELT battery; new expiration date is 05/96.
- 19- 33) Complied with AD87-20-03R2 Seat rail & structure inspection by inspection of seats & seat rails. No defects were noted. Next inspection is due in 12 months or 100 hours if used for hire.
- 34) Complied with AD84-26-02 Induction air filters by replacement. Next replacement is due in 500 hours @ 891.8 tach time/1872.2 total time or on condition. (See #1).
- 35) Complied with AD71-09-01R1 Exhaust system heat exchanger by inspection & repair (see #3). Next inspection is due in 50 hours @ 441.8 tach time/ 1422.2 total time.
- 36) Complied with AD93-05-06 ACS/Gredes ignition switches by installing switch kit A-3600 and required relay diode. Next inspection is due in 2000 hrs @ 2391.8 tach/3372.2 total time.
- 37) Removed old window sealant around all windows prior to painting.
- 38) The aircraft was flight tested and final adjustments made to aircraft and engine systems.

end

by installing switch kit
06/02/94 Tach 391.8

TOTAL TIME 1372.2

I certify that this airframe
was repaired and/or inspected in accordance with AFA annual inspection
and is approved for return to service.
Pertinent details are on file at this Repair
Station under WFO-005157

JOHN T. MONICS, INC.
WEST CHICAGO, IL 60185
FAA APPROVED REPAIR
STATION 0-1000000

| 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.) |
|--|---------------------------|------------------|-----------------------------|--|
|  BYERLY AVIATION, INC. GREATER PEORIA AIRPORT PEORIA, IL 61607 (309) 697-8300  | | | | |
| Aircraft Registration # <u>N732WP</u> | | | | |
| Airframe stripped, etched, alodined, epoxy primed, and topcoated with the following urethane enamel: | | | | |
| Manufacturer <u>DUPONT IMRON</u> Base <u>WHITE N0296</u> | | | | |
| Top Trim <u>43104U BROWN</u> Middle Trim <u> </u> Lower Trim <u>BURNT 7455U ORANGE</u> | | | | |
| Balanced applicable control surfaces as per the manufacturer's service instructions. Control surface pivots and landing gear lubed. No weight change. | | | | |
| Signed <u>Shawlen</u> Date <u>6-1-94</u> | | | | |
| Certificate # <u>329705504</u> | | | | |
| BA-002 | | | | |

Joliet Avionics, Inc
DuPage Airport
West Chicago, IL 60185
Tach:

4-11-94
W/O 1
N732W
Hobbs

Interior: Seats recovered in LL3940 Dumbarton from
Douglass. Leather passes FAR23:853 burn test require-
ments. Burn test on file at J.A.

MAINTENANCE RELEASE

THE AIRCRAFT, AIRFRAME, ENGINE, AND ALL COMPONENTS IDENTIFIED WAS
REPAIRED AND INSPECTED IN ACCORDANCE WITH THE 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 NUMBER

147681

DATE

4/11/94

SIGNED

[Signature] FOR

JOLIET AVIONICS INC.

DuPage Airport

West Chicago, IL 60185

FAA Repair Station NF2R029L

SERVICEABLE

OWNER *Bruce McCarry*
MFG *Q24*
SN *Q24*
ITEM *98597*
W/O *147681*
DATE *4-11-94*

MAINTENANCE RELEASE
THE AIRCRAFT, AIRFRAME, ENGINE, APPLIANCE, OR
COMPONENT IDENTIFIED WAS REPAIRED, OVER-
HAULED 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 NUMBER

DATE *4-11-94*
SIGNED *[Signature]*

| DATE | RECORDING TACH TIME | TOTAL TO DAYS 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.) |
|--|---------------------------|----------------------------|-----------------------------|---|
| DATE 7/12/94 | | | | STATIC SYSTEM TESTED THIS DATE 7/12/94 AS REQUIRED BY FAR 91.411 IN ACCORDANCE WITH FAR 43, APPENDIX E PARAGRAPH (a). |
| TRANSFERRED TO THE AIRCRAFT WITH PART 43, APPENDIX F, PARAGRAPH 91A13 THIS DATE. | | | | JOLIET AVIONICS, INC. FAA REPAIR STATION #NF29029L CLASS III |
| | | | | SIGNATURE [Signature] |
| | | | | AUTOMATIC PRESSURE ALTITUDE REPORTING SYSTEM TESTED AND INSPECTED AS REQUIRED BY FAR 91.217 IN ACCORDANCE WITH FAR 43, APPENDIX E, PARAGRAPH (c). |
| | | | | JOLIET AVIONICS, INC. FAA REPAIR STATION #NF29029L CLASS III |
| | | | | SIGNATURE [Signature] |

[illegible]

| J A AIR CENTER DuPage Airport/West Chicago, IL. 60185 P 1 | | ALTERATIONS INDICATE NUMBER OF (SPECIFIC ENTRIES.) |
|---|--|---|
| DATE | REPAIR STATION #NF2R029L | AIRFRAME LOG |
| | Type CESSNA T210M | TT 1462.4 |
| | N # 732WP | |
| | S/N 21061835 | REC. HR. METER 472 |
| | At this time this aircraft was opened, cleaned, inspected & serviced as per Cessna service manual for an Annual Inspection. All flight controls were checked for proper cable tensions, travels, condition & lubricated as required. The electrical & lighting systems were checked for proper operation & condition. Serviced the aircraft battery. Functionally tested the ELT. Battery expiration date is 5 of 96. Inspected & serviced the vacuum system. The fuel system was checked for condition, leaks & security. Serviced the fuel screens, filters & sumps. The aircraft was jacked. Wheels were removed. Bearings were cleaned, inspected & greased. The brake systems were serviced. Landing gear rigging & operational checks were performed. Lubricated as required. The interior components, seat structures, & seat belts were checked for proper condition. The aircraft was checked for proper markings & placards. These items were repaired, replaced or corrected: | |
| | Disassembled the master cylinder to check LH brake. | |

J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 2

ALTERATIONS
SPECIFIC NUMBER OF
ENTRIES.)

DATE

REC

Repair Station #NF2R029L

AIRFRAME LOG

TT 14624

19__

Type CESSNA T210M

N # 732WP

S/N 21061835

REC. HR. METER 472

Re-sealed and adjusted shaft to piston gap as per Cessna 210
maint. manual.

Installed one new panel flood light.

Repaired oxygen gauge light socket.

Replaced one altimeter post lamp.

Installed new tail nav. lamp.

Installed new taxi light lamp.

Installed new left wing nav lamp.

Replaced inop gear up light lamp.

Trouble shot and found #6 egt probe to be faulty.

Removed and replaced probe with new unit.

Found oxygen system completely empty. Partially serviced
the system and leak checked. No leaks were found. Serviced
the system to full charge.

Nose gear door actuator leaking 5606: Tightened fittings
and washed. Leak checked system with no leaks noted.

Nose gear wheel races are spotted with water marks;
bearings were in good condition. Polished races to remove

J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 3

| DATE 19__ | RECORD TACH TIME | Repair Station #NF2R029L Type CESSNA T210M N # 732WP S/N 21061835 water spots. Left nose gear aft door hanging up on fuselage skin- Aligned the door for proper fit. Tightened safety wire wrap for RT nose gear door. To stop contact with step retraction cable assembly. Nose gear axel assy. has corrosion and is difficult to pull axel thru wheel assy. Polished the axle to remove corrosion. Serviced landing gear accumulator to 500psi as required. Complied with AD 87-20-03R2 seat rail inspection by inspection of seats and seat rails. Due again in 12 months or 100 hours if used for hire. AD84-26-02. Is next due at 1872.2 hours total time. Complied with AD 71-09-01R1 exhaust system inspection pressure test of the heat exchanger and visual inspection. No defects were found. Next inspection is due in 50 hrs. at 522 7 hrs. total time. Next inspection for AD 93-05-06 is due by 34524 hours. | AIRFRAME LOG TT 14524 REC. HR. METER 472 | TERATIONS (TE NUMBER OF SPECIFIC ENTRIES.) |
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|--------------|------------------------|---|--|--|

| DATE 19__ | J R T N S t I i r R J F |
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J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 4

DATE

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Repair Station #NF2R029L

Type CESSNA T210M

N # 732WP

S/N 21061835

total time.

AIRFRAME LOG
TT 14524

REC. HR. METER 472

4D ALTERATIONS
RTIFICATE NUMBER OF
IER SPECIFIC ENTRIES.)

I certify that this ~~AIRCRAFT~~ was repaired and/or inspected
in accordance with An Annual inspection and is approved for
return to service. Pertinent details are on file at this
Repair Station under W.O.# 1049 . Date 2-17-95
Joliet Avionics Inc., DuPage Airport, West Chicago, IL 60185
F.A.A. Approved Repair Station #NF2R029L

Inspector

Bruce F. Schubert

This form is to be used for recording the results of an inspection of an aircraft or component. It is to be filled out by the inspector and signed by the owner or operator. The form is to be kept in the aircraft log and is to be used for reference in the event of a problem.

The aircraft, engine, propeller, appliance or component identified above was repaired and inspected in accordance with current manufacturers instructions and in accordance with Aviation Regulation Part 43, and is approved for return to service as per these requirements. With respect to work performed pertinent details of the repair are on file at this repair station under Work Order No.

33675 DATE 7/2/51
 SIGNED [Signature] PRIESTER AVIATION
☒ PRIOR 248H
 Wheeling, IL

195 1012.9 HOBBS WO# 33675 AIRFRAME LOG ENTRY

REMOVED AND REPLACED RIGHT SIDE DOOR HANDLE ASSY P# 1217053-4
 WITH NEW. OPS CHECKED DOOR AND FOUND OK. -----END

The aircraft, engine, propeller, appliance or component identified above was repaired and inspected in accordance with current manufacturers instructions and in accordance with Aviation Regulation Part 43, and is approved for return to service as per these requirements. With respect to work performed pertinent details of the repair are on file at this repair station under Work Order No.

33675 DATE 7/2/51
 SIGNED [Signature] PRIESTER AVIATION

☒ PRIOR 248H
 Wheeling, IL

OF
 (ES.)

DATE
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J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 1

Repair Station #NF2R029L

AIRFRAME LOG

OPERATIONS

DATE

Type CESSNA T210M

TT 1491

THE NUMBER OF
SPECIFIC ENTRIES.)

19__

N # 732WP-1

S/N 21061835

REC. HR. METER 511

Airframe Inspection-

At this time this aircraft was opened, cleaned, inspected & serviced as per Cessna service manual for an annual inspection. All flight controls were checked for proper cable tensions, travels, condition & lubricated as required. The electrical & lighting systems were checked for proper operation & condition. Serviced the aircraft battery. Functionally tested the ELT and inspected as per FAR92.207d. Battery exp date is March of '98. Inspected and serviced the vacuum system. The system was checked for condition, leaks and security. Serviced the fuel screen, filters, and sumps. The aircraft was jacked and wheels were removed. Bearings were cleaned, inspected, and greased. The brake system was serviced. Landing gear rigging and operational checks were performed. Lubricated as required. The interior components, seat structures and seat belts were checked for proper condition. The aircraft was checked for proper markings and placards. These items were repaired, replaced or corrected:

J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 2

Repair Station #NF2R029L

AIRFRAME LOG

Type CESSNA T210M

TT 1491

EN # 732WP

S/N 21061835

REC. HR. METER 511

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Water leak in rear.

Installed a new door seal to the baggage door.

Left tie down ring retraction spring is broken.

Installed a new retraction spring on the tie down.

Aux fuel pump and gear warning horn cable is failing.

Installed a new inner cable to aux fuel pump and gear horn,
and rigged. Flight test is necessary to check operation.

Ribbon wire making contact with pilot's control column.

Moved ribbon wire away from control column.

Gear warning horn wire is disconnected.

Reconnected gear warning light wire. Horn operates
properly.

Battery box lid is missing cups on 2 of 3 fasteners.

Installed new fasteners and retainers.

The front engine baffle is coming loose.

Reinstalled the baffle.

Rudder cable tensions are below minimum specifications.

Adjusted rudder cable tensions to 30 lbs. as per Cessna 210M
service manual.

| J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 3 | | |
|--|--|--------------------|
| DATE | Repair Station #NF2R029L | AIRFRAME LOG |
| 19__ | Type CESSNA T210M | TT 1491 |
| | N # 732WP | REC. HR. METER 511 |
| | S/N 21061835 | |
| | Elevator tensions are below minimum specifications. | |
| | Adjusted elevator cable tensions to 40 lbs. as per Cessna 210M service manual. | |
| | Aileron cable tensions are below minimum specifications. | |
| | Adjusted aileron cable tensions as per Cessna service manual. | |
| | Courtesy light, pilot's side is inop. | |
| | Installed a new bulb, ops is satisfactory at this time. | |
| | Magnetic compass light is inop. | |
| | Troubleshoot the compass light. Found a broken wire in the back of the light. Installed a new compass light P/N GE327. | |
| | The alternator ground lead is broken off at alternator. | |
| | Installed a new terminal on the ground lead. | |
| | RH fuel gauge is intermittent--found during AD compliance. | |
| | Found corrosion on male pin in the wing Molex. Installed a new pin. Also found a loose pin on 2nd molex connector. | |
| | Installed a new pin. | |
| | Right engine cluster gauge light is inop. | |

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J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 4

Repair Station #NF2R029L

AIRFRAME LOG

Type CESSNA T210M

TT 1491

N # 732WF

S/N 21061835

REC. HR. METER 511

Reattached a broken wire and installed a new lamp. Trouble-
shot the cluster gauges and found a bad dimming transistor.
Installed (2) transistors P/N #2N3055.

Vacuum regulator filter due every 100 hours.

Installed a new band filter. Next replacement is due at
611.8 hours tach/1592.2 hours total time.

Fuel stain just aft of left wing fuel drain.

Installed a new fuel drain and safetied.

Right fuel cap is missing a fuel cap chain.

Installed a new chain to the right fuel cap.

Left wing cap has fuel stains on aft/outboard side of tip.

Removed the left wing tip and cleaned the vent valve.

Oxygen needs servicing.

Serviced oxygen to 1800 PSI.

Installed the missing oxygen filler port placard.

Right hydraulic main landing gear actuator is leaking from
o-ring fitting.

Installed a new o-ring to right main actuator and leak
checked.

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J A AIR CENTER DuPage Airport/WestChicago, IL. 60185 P 5

Repair Station #NF2R029L

AIRFRAME LOG

Type CESSNA T210M

TT 1491

N # 732WP

REC. HR. METER 511

S/N 21061835

Exhaust heat shield is broken.

Removed the front heat shield and repaired.

Next IFR certification is due 7/22/96.

Replaced the ELT battery, the new exp date is 3 of 98.

Oxygen bottle hydrotest is due 1/97.

AD84-26-02 Air filter is due every 500 hours. Next

compliance is due at 891.8 hours tach/1872.2 total time.

Central air filter due every 500 hours.

Next replacement is due at 891.8 hours tach/ 1872.2 total time.

AD87-20-03R2 Seat Tracks and Structures.

Complied with AD87-20-03R2 by inspecting the seats and seat rails. Next inspection is due in 12 months or 100 hours if used for hire.

Comply with AD94-12-08 Preflight fuel system check.

Complied with AD94-12-08 in accordance with the Pilot's operating handbook instructions for a preflight fuel quantity check, and by checking the fuel calibration.

Comply with AD95-03-02 Neoprime gasket on Brackett

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AIRFRAME LOG

TT 1491

REC. HR. METER 511

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| 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 MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES) |
|------|---------------------------|------------------|-----------------------------|--|
| 19 | | | | <p>Date: <u>3/14/97</u></p> <p>N#: <u>732WP</u></p> <p>WO#: <u>164438</u></p> <p>Joliet Avionics DuPage Airport West Chicago, IL 60185</p> <p>Tested Altimeter(s), Altitude Reporting and Static System(s) in accordance with Part 43, Appendix "E" for compliance with FAR 91.411 and FAR 91.217.</p> <p>Pilot's Altimeter P/N <u>EA-401A</u> S/N <u>6228</u> Range <u>30 K</u></p> <p>Co-Pilot's Altimeter P/N <u>5934P</u> S/N <u>J827</u> Range <u>30 K</u></p> <p>Date: <u>3/14/97</u> Model: <u>RT-459A</u> S/N: <u>3493</u></p> <p>Transponder Tested in Accordance with Part 43, Appendix "F" for compliance with FAR 91.413 this date.</p> <p>F.A.A. REPAIR STATION # <u>NP2R0291</u>, Class III.</p> <p>Signature <u><i>Doug Hall</i></u> Inspector</p> |