

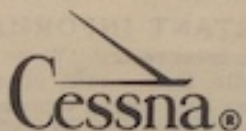
ELT BATT  
DUE 8/22/86

**Cessna**<sup>®</sup>



**AIRCRAFT LOG  
AND MAINTENANCE RECORD**

N 94104 SERIAL NO. 21060507



AIRCRAFT LOG  
AND MAINTENANCE RECORD

1974

Record of Cessna 210L 21060507 N94104  
Make Model Serial Certificate

With Engine Continental IO-520-L-3A 554318  
Make Model Serial

From \_\_\_\_\_ 19\_\_\_\_ to \_\_\_\_\_ 19\_\_\_\_

Detailing Time From \_\_\_\_\_ Hours To \_\_\_\_\_ Hours

Owner \_\_\_\_\_

Address \_\_\_\_\_







## AIRCRAFT LOG

| DATE  | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|---|-------------|----|------------------|--------------------|-------------------------------|-------|--------------------|
|   |             |    |                  |                    | HOURS                         | 10THS |                    |
| 19  |             |    |                  |                    |                               |       |                    |
|   |             |    |                  | 24.0               |                               |       |                    |
| <p>Date <u>11-21-74</u> Tach _____</p> <p>I certify that this aircraft has been inspected in accordance with a <u>INITIAL</u> inspection and was determined to be in airworthy condition. Other details of this inspection are on file at this facility under work order # <u>1624</u></p> <p>Signed <u>[Signature]</u></p> <p>Cessna Aviation, Inc. Approved Repair Station 4808<br/>                     3501 Lakewood Blvd. Airframe Class II<br/>                     Long Beach, Calif. 90808 Radio Class I and II</p> |             |    |                  |                    |                               |       |                    |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE



## AIRCRAFT LOG

| DATE   | FLIGHT FROM | TO | NATURE OF FLIGHT  | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|--|-------------|----|---|--------------------|-------------------------------|-------|--------------------|
|  |             |    |   |                    | HOURS                         | 10THS |                    |
| 19   |             |    |   |                    |                               |       |                    |
|  |             |    | Date <u>2-5-75</u> Tach <u>062.2</u><br>I certify that this aircraft has been inspected in accordance with<br>a <u>50HR</u> inspection and was determined<br>to be in airworthy condition. Other details of this inspection<br>are on file at this facility under work order # <u>1970</u><br>Signed <u>[Signature]</u><br>Cessna Aviation, Inc. Approved Repair Station 4868<br>3501 Lakewood Blvd. Airframe Class III<br>Long Beach, Calif. 90808 -Radio Class I and II |                    |                               |       |                    |
| <p style="font-size: 1.2em; font-weight: bold;">Fastolled SC-100 Solo Flt. Colt Pee</p> <p style="font-size: 1.1em;">Drawn by [Signature] #15 NEG. Weight increase -</p> <p style="font-size: 1.1em;">[Signature]</p> <p style="font-size: 1.1em;">DPA 1395494</p> |             |    |   |                    |                               |       |                    |
| CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE  |             |    |   |                    |                               |       |                    |



## AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |               |       |           | DATE    | REMARKS   |
|--|---------------|-------|-----------|---------|---|
| Date   | Bearing error | Place | Signature |         |   |
| VOR 1  | VOR 2         |       |           | 19 ____ |   |
|  |               |       |           |         | <b>ROBERTSON AIRCRAFT CORPORATION</b>                     |
|  |               |       |           |         | <b>ROBERTSON STOL MODIFICATION</b>                        |
|  |               |       |           |         | <b>INSTALLED AT <u>Renton, Washington</u></b>             |
|  |               |       |           |         | <b>SEE FAA FORM 337 DATED <u>2-18-75</u></b>              |
|  |               |       |           |         | <b>WEIGHT INCREASE <u>20</u> AT <u>.39</u> INCHES</b>     |
|  |               |       |           |         | <b>NEW EMPTY WEIGHT <u>2281.3</u></b>                     |
|  |               |       |           |         | <b>NEW EMPTY WEIGHT CG <u>40.6</u></b>                    |
|  |               |       |           |         | <b>NEW USEFUL LOAD <u>1518.7</u></b>                      |
|  |               |       |           |         | <b>MAXIMUM TAKEOFF WEIGHT <u>3800</u></b>                 |
|  |               |       |           |         | <b>MAXIMUM LANDING WEIGHT <u>3800</u></b>                 |
|  |               |       |           |         | <b><u>David M. Davis</u>      <u>ARS 415-23</u></b>       |
|  |               |       |           |         | <b>SIGNATURE                      A &amp; P CERT. NO.</b> |









## AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |               |       |           | DATE       | REMARKS  |
|--|---------------|-------|-----------|------------|--|
| Date   | Bearing error | Place | Signature |            |  |
| VOR 1  | VOR 2         |       |           | 19         |  |
|  |               |       |           | 9-9-75     | INSTALLED NEW LEFT MASTER (BRAKE)<br>CYLINDER, BLED & TESTED SYSTEM.<br>INSTALLED NEW NOSE FORK ON STRUT<br>BARREL USING SK 210-40 KIT.<br>INSTALLED NOSE WHEEL, TUBE<br>AND AXLE (FACTORY NEW PARTS).<br><br><div style="text-align: right; margin-top: 20px;">                         Signed <u>Art Warren</u><br/>                         Cessna Aviation, Inc.      Approved Repair Station 4868<br/>                         3501 Lakewood Blvd.      Airframe Class III<br/>                         Long Beach, Calif. 90808      Radio Class I and II<br/> <span style="font-size: 1.2em; font-weight: bold;">WOF 3008</span> </div> |
|  |               |       |           | TACH 238.0 |  |
|  |               |       |           |            |  |
|  |               |       |           |            |  |
|  |               |       |           |            |  |

## AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT  | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|------|-------------|----|---|--------------------|-------------------------------|-------|--------------------|
|      |             |    |   |                    | HOURS                         | 10THS |                    |
| 19   |             |    |   |                    |                               |       |                    |
|      |             |    | <b>9-22-75 249.5</b>  |                    |                               |       |                    |
|      |             |    | Date _____ Tach _____   |                    |                               |       |                    |
|      |             |    | I certify that this aircraft has been inspected in accordance with a <b>SOHR</b> inspection and was determined to be in airworthy condition. Other details of this inspection are on file at this facility under work order # <b>3111</b> |                    |                               |       |                    |
|      |             |    | Signed <i>[Signature]</i>   |                    |                               |       |                    |
|      |             |    | Cessna Air Aviation, Inc. Approved Repair Station 4868  |                    |                               |       |                    |
|      |             |    | 3501 Lakewood Blvd. Airframe Class III  |                    |                               |       |                    |
|      |             |    | Long Beach, Calif 90808 Radio Class I   |                    |                               |       |                    |
|      |             |    | <b>REPLACED ALL BRAKE LININGS</b>   |                    |                               |       |                    |
|      |             |    | <b>ROTATED BOTH MAIN TIRES</b>  |                    |                               |       |                    |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE





## AIRCRAFT LOG

| DATE | FLIGHT FROM | TO      | NATURE OF FLIGHT   | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |  |
|------|-------------|---------|--|--------------------|-------------------------------|-------|--------------------|--|
|      |             |         |  |                    | HOURS                         | 10THS |                    |  |
| 19   |             |         |  |                    |                               |       |                    |  |
|      |             | 1-26-76 |  | 278.6              |                               |       |                    |  |
|      |             |         | Date ..... Tach .....<br>I certify that this aircraft has been inspected in accordance with<br>a <u>ANNUAL</u> inspection and was determined<br>to be in airworthy condition. Other details of this inspection<br>are on file at this facility under work order #..... <u>3642</u><br>Signed <u>[Signature]</u><br>Cessna Air Aviation, Inc. Approved Repair Station 4868<br>3501 Lakewood Blvd. Airframe Class III<br>Long Beach, Calif. 90808 Radio Class I and II |                    |                               |       |                    |  |
|      |             |         | REPLACED MAIN GEAR TIRES WITH NEW UNITS<br>REPLACED HYDRAULIC SYSTEM PRESS SWITCH WITH NEW<br>UNIT. SEE ENTRY PRECEEDING PAGE<br>REPLACED GEAR WARNING HORN MICRO SWITCH AT THROTTLE<br>SWITCH AND ADJUSTED FOR PROPER OPERATION.  |                    |                               |       |                    |  |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE










## AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |               |       |           | DATE    | REMARKS<br><br>Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters -<br>and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK."<br>ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.   |
|--|---------------|-------|-----------|---------|--|
| Date   | Bearing error | Place | Signature |         |  |
| VOR 1  | VOR 2         |       |           | 19 ____ |  |
|  |               |       |           |         | <p style="font-size: large; margin: 0;">Date <u>2-22-77</u> Tach <u>354.6</u></p> <p style="margin: 0;">I certify that this aircraft has been inspected in accordance with</p> <p style="margin: 0;">a <u>Annual</u> inspection and was determined</p> <p style="margin: 0;">to be in <u>airworthy</u> condition. Other details of this inspection</p> <p style="margin: 0;">are on file at this facility, under work order # <u>1482</u></p> <p style="margin: 0;">Signed <u>Donald Lambert</u></p> <p style="margin: 0;">HardyAire<br/>3501 Lakewood Blvd.<br/>Long Beach, CA</p> <p style="margin: 0; text-align: right;">Approved Repair Station 4868<br/>Airframe Class III<br/>Radio Class I &amp; II</p> <p style="margin: 0; font-size: large; font-style: italic;">all AD'S and Service letters p.c.w.<br/>as per list in back of log book.<br/>Installed new Gill battery?</p> |



## AIRCRAFT LOG

| DATE  | FLIGHT FROM   | TO  | NATURE OF FLIGHT | DURATION OF FLIGHT  | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |  |
|---|---|---|------------------|---|-------------------------------|-------|--------------------|--|
|   |   |   |                  |   | HOURS                         | 10THS |                    |  |
| 19  | <p>Removed &amp; Replaced 24 volt battery made by Gill #126CAB-9. OK Electrical system on ground. voltage OK ok. W.D. 1657 Tach. 355.9.</p> |   |                  |   |                               |       |                    |  |
| <p>Date <u>3-24-71</u><br/>HardyAire<br/>3501 Lakewood Blvd.<br/>Long Beach, CA</p> |   | <p>Signed: <u>Donald Kimball</u><br/>Approved Repair Station 4868<br/>Airframe Class III<br/>Radio Class I &amp; II</p> |                  |  |                               |       |                    |  |
| <p>CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</p>      |   |   |                  |   |                               |       |                    |  |

## AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |                                 |                    | DATE<br>19 ____ | REMARKS<br><small>Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters -<br/>and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK."<br/>ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</small>  |
|--|---------------------------------|--------------------|-----------------|--|
| Date   | Bearing error<br>VOR 1    VOR 2 | Place<br>Signature |                 |  |
|  |                                 |                    |                 | <p style="font-size: large;">C/W annual inspection all<br/>AD's and service letters C/W as<br/>per list in back of log. Service<br/>now stant.</p> <p style="font-size: large;">w.o. 2330 Tach. 451.9    3/10/78<br/>Western Skyways - R.S. 465-60<br/>Densel Kishan</p> <p style="font-size: large;"><u>DATE</u> 11/21/78 <u>TACH</u> 491.1 <u>TACH</u> 491.1 <u>W/O</u> 4977</p> <p style="font-size: large;">C/W 50 hr inspection as noted under this w/o #. TURN COORDINATOR<br/>REMOVED from A/C FOR REPAIR. AD 74-20-10 (78-1) on SHARC FLT<br/>N/A DUE to type of BATTERIES. AD 77-16-05 on FUEL SELECTOR<br/>N/A. AD 74-24-13 on UNITED Instruments Altimeter N/A DUE to S/W.<br/>C/W 5673-25 #1 on trim tab. - nests specs. GREASED wheel bearings.<br/>REPLACED BRAKE Linings on Both main gear. Rotated LH main tire.<br/>Jack G. Lawrence Western Skyways 465-60</p> |



## AIRCRAFT LOG

| DATE  | FLIGHT FROM  | TO         | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|---|--------------|------------|------------------|--------------------|-------------------------------|-------|--------------------|
|   |              |            |                  |                    | HOURS                         | 10THS |                    |
| 19  |              |            |                  |                    |                               |       |                    |
|   | Date 11/8/79 | Tach 495.8 |                  | W/D                | 5278                          |       |                    |
| Lacked A/C AND REPLACED THE gears AND DOOR SOLINUIDS IN THE hydraulic power pack unit. Replaced the pressure switch also. Serviced hyd. Reservoir AND cycled gear to bleed system. OPS OK OK.   |              |            |                  |                    |                               |       |                    |
| Jack G. Lawrence → Western Skyways 465-60   |              |            |                  |                    |                               |       |                    |
|   | Date 4/9/79  | Tach 496.6 |                  |                    |                               |       |                    |
| I certify that this aircraft has been inspected in accordance with <span style="float: right;">C.W. 5173-25*1 on trim tab by inspection</span><br>a <u>ANNUAL</u> inspected and was determined <span style="float: right;">Freeplay within limits. Replaced all hyd.</span><br>to be in airworthy condition. Other details of this inspection <span style="float: right;">Found in landing gear system due to con-</span><br>are on file at this facility under work order # <u>5805</u> <span style="float: right;">amination bleed system and cycled gear.</span> |              |            |                  |                    |                               |       |                    |
| Signed <u>Jack G. Lawrence</u>  |              |            |                  |                    |                               |       |                    |
| WESTERN SKYWAYS INC.<br>3501 LAKEWOOD BLVD.<br>LONG BEACH, CALIF. 90808<br>APPROVED REPAIR STATION 465-60   |              |            |                  |                    |                               |       |                    |
| REPLACED NOSE TIRE WITH NEW GOOD RICH 5, X 500 6ply tire.<br>C.W. AD 79-05-02 on Lithium batteries by removing BLT. S. Halc 7 SW 134513<br>Replaced Instrument panel "ELT removed" wt. and BAL data updated to reflect <span style="float: right;">CHANGE</span>  |              |            |                  |                    |                               |       |                    |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

## AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |                                |       | DATE<br>19 ____ | REMARKS<br><small>Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters -<br/>and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK."<br/>ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</small>  |
|--|--------------------------------|-------|-----------------|--|
| Date   | Bearing error<br>VOR 1   VOR 2 | Place |                 |  |
|  |                                |       |                 | <p>I Certify that the altimeter and static system tests required by FAR 91.170 Have been Performed. The altimeter was tested to <u>25,000'</u> feet on date <u>4/9/79</u></p> <p>Signed <u>Jack A. Lawrence</u></p> <p style="text-align: center;"><b>WESTERN SKYWAYS INC.</b><br/>3501 LAKEWOOD BLVD<br/>LONG BEACH, CALIF. 90806<br/>APPROVED REPAIR STATION 465-60</p> <p><u>TRK 496.6</u>      <u>NO 5805</u></p> <p><u>4-6-79</u>      <u>ATC Transponder Model RT-359A</u></p> <p>S/N <u>2987</u> has been tested in this aircraft this date as required by FAR 91.177 and found to meet specifications as set forth in FAR 43 Appendix F.</p> <p>Signed <u>Robert A. Wright</u></p> <p style="text-align: center;">Approved Repair Station # 465-60<br/>Western Skyways      Air Frame Class I, III<br/>3501 Lakewood Blvd.      Radio Class I, II, III<br/>Long Beach, CA 90808      Limited Instrument.</p> |

## AIRCRAFT LOG

| DATE  | FLIGHT FROM | TO | NATURE OF FLIGHT  | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|---|-------------|----|---|--------------------|-------------------------------|-------|--------------------|
|   |             |    |   |                    | HOURS                         | 10THS |                    |
| 19<br>April 19 1979   |             |    | TACK 498.<br>REPAIRED MINOR DAMAGE to LEFT CABIN DOOR<br>REPLACED UPPER HINGE AND REPAIRED LOWER.   |                    |                               |       |                    |
| HUGHES AVIATION SERVICES<br>6005 Las Vegas Blvd. So.<br>Las Vegas, Nevada 89119<br>FAA Approved Repair Station 410-02<br>Work order 3887 Date 4/19/79<br>Authorized sign. <i>William Beck</i> |             |    |   |                    |                               |       |                    |
| 8/29/79   | 501.0       |    | Reinstalled ECT IAW AD 79-05-02. Batteries are 6<br>CELL MAGNESIUM AND DUE REPLACEMENT 8/82. WT AND bal<br>DATA updated. Jack & Laura J. Western SkyWay<br>CES 465-60 |                    |                               |       |                    |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

## AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |               |              |           | DATE<br><br>19 ____ | REMARKS<br><br>Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters -<br>and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK."<br>ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown. |
|--|---------------|--------------|-----------|---------------------|--|
| Date   | Bearing error | Place        | Signature |                     |  |
| VOR 1  | VOR 2         |              |           |                     |  |
|  |               | TACH 520.00  |           |                     | I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED   |
|  |               | SEPT. 5-1980 |           |                     | IN ACCORDANCE WITH AN ANNUAL INSPECTION  |
|  |               |              |           |                     | AND FOUND TO BE AIRWORTHY.   |
|  |               |              |           |                     | REPLACED ENG OIL 10 QT5 AEROSHELL 100W   |
|  |               |              |           |                     | C/W SB 9-5-80 = AD 79-25-07 ALTERNATOR   |
|  |               |              |           |                     | GROUND STRAP INSTALLATION.   |
|  |               |              |           |                     | D. N. Chew   |
|  |               |              |           |                     | A&P 1510255 IA   |

## AIRCRAFT LOG

| DATE          | FLIGHT FROM | TO | NATURE OF FLIGHT   | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT          |
|---------------|-------------|----|--|--------------------|-------------------------------|-------|-----------------------------|
|               |             |    |  |                    | HOURS                         | 10THS |                             |
| 19<br>9-18-81 | TAC 580.7   |    | packed aircraft pump gear & lubed gear<br>repacked wheel hubs & checked brakes replaced nose lug &<br>tube, replaced fuel return hose in engine compartment<br>Harry Keller<br>AP 1872553 IA |                    |                               |       |                             |
| 9-18-81       |             |    | THIS AIRCRAFT INSPECTED IN ACCORDANCE<br>WITH AN ANNUAL INSPECTION AND FOUND TO<br>BE IN AN AIRWORTHY CONDITION  |                    |                               |       | D. N. Chew<br>AP 1510255 IA |
|               | TAC 580.7   |    |  |                    |                               |       |                             |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

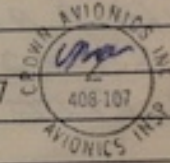
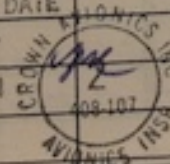


## AIRCRAFT LOG

| DATE          | FLIGHT FROM | TO | NATURE OF FLIGHT   | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|---------------|-------------|----|--|--------------------|-------------------------------|-------|--------------------|
|               |             |    |  |                    | HOURS                         | 10THS |                    |
| 19<br>11-7-84 | 639.6       |    | Inspected Aircraft: Jash Aircraft pulled retraction, test three times. Lub gear, fuel gear to be O.K. Replace brake pins, right & left wheel. Service all tires. Service nose strut. Check and all lights: lub all flight controls. E.L.T. battery due, prep 86. Service main battery & charge. Install new tire right main. |                    |                               |       |                    |
|               |             |    | AIRWORTHY A:   |                    |                               |       |                    |
|               |             |    | CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Visual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.   |                    |                               |       |                    |
|               |             |    | DATE <u>11-7-84</u> TACK TIME <u>639.6</u> HRS   |                    |                               |       |                    |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

## AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |                                 |                    | DATE     | REMARKS   |
|--|---------------------------------|--------------------|----------|---|
| Date   | Bearing error<br>VOR 1    VOR 2 | Place<br>Signature |          |   |
|  |                                 |                    | 19 _____ | Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.   |
| 12/21/84   |                                 |                    |          | <p>Complied with pitot/static altimeter test per FAR 91.171 to 20,000 ft.</p> <p>The component identified above was repaired and/or inspected in accordance with current Federal Air Regulations and was determined to be airworthy for return to service. Pertinent details of the repair are on file at this agency under order no. ....</p> <p>Signed <i>Marvin Colymbus</i> Date 12/21/84</p> <p style="text-align: center;">Crown Avionics Inc.<br/>1805 McKinley Way, La Verne, CA 91750<br/>Brackett Field, F.A.A. Repair Station #408-107</p> <div style="text-align: right;">  </div> |
|  |                                 |                    |          | <p>IN ACCORDANCE WITH FAR 91.25 OMNI DIRECTIONAL RECEIVERS WERE FOUND TO BE ACCURATE TO WITHIN 4° DEGREES.</p> <p>Signed <i>McColymbus</i> DATE 12/21/84</p> <p style="text-align: center;">CROWN AVIONICS INC.<br/>BRACKETT FIELD<br/>F.A.A. REPAIR STATION<br/>#408-107</p> <div style="text-align: right;">  </div>   |

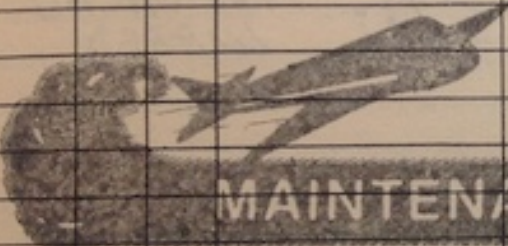


AIRCRAFT LOG

| DATE   | FLIGHT FROM | TO | NATURE OF FLIGHT                                 | DURATION OF FLIGHT  | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|--|-------------|----|--|---|-------------------------------|-------|--------------------|
|  |             |    |  |   | HOURS                         | 10THS |                    |
| 19<br>MARCH 25, 1985   |             |    | TACH: 794.7                                      |   |                               |       |                    |
| <p>CLEANED &amp; REPACKED ALL WHEEL BEARINGS - ROTATED MAIN GEAR TIRES ON WHEELS. REPLACED R/BRAKE LININGS. LUBED GEAR SYSTEM, SERVICED HYDRAULIC SYSTEM AND COMPLETED GEAR RETRACTION TEST. SERVICED MAIN GEAR DOOR ACCUMULATOR WITH NITROGEN. LUBED ALL FLIGHT CONTROLS. CHECKED ALL LIGHTS AND ELECTRICAL SYSTEM. SERVICED NOSE GEAR STRUT WITH FLUID &amp; AIR. CLEANED MAIN FUEL STRAINER. COMPLIED WITH A.D. 85-02-07 BY VISUAL INSPECTION OF FUEL SELECTOR VALVE FOR FREE PLAY &amp; ROLL PIN SAFETY.</p> |             |    |  |   |                               |       |                    |
| <p align="center"><b>CENTRAL AERO SERVICE HEADQUARTERS</b><br/>                 918 W. CHANDLER 209-208-6174<br/>                 FRESNO, CA 93708</p>   |             |    |  | <p align="right"><i>Glenn Bradstreet</i><br/>                 REP # 1863267</p> |                               |       |                    |
| 10<br>MAY 85   |             |    | INSTALL DRAIN (DRAIN) PLUGS ON ACCUMULATOR TANKS |   |                               |       |                    |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

## AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25                       |               |  |           | DATE                                  | REMARKS   |
|---|---------------|--|-----------|---------------------------------------|---|
| Date  | Bearing error | Place  | Signature |                                       |   |
| VOR 1   | VOR 2         |  |           | 19 ____                               | Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown. |
| COASTAL AVIATION  |               |  |           |                                       | DATE: 5-21-85 TACH: 884-0   |
|  |               |  |           | 1965 Aviation Dr.<br>Corona, CA 91720 | ① REPLACED 204 MAIN TIRES.  |
|   |               |  |           |                                       | ② SMOOTHED LEADING EDGES OF PROP. & PAINTED BACK.   |
|   |               |  |           |                                       | ③ REBUILT ACCUMULATOR.  |
|   |               |  |           |                                       | <i>[Signature]</i><br>IA2156387 AEP   |
| MAINTENANCE   |               |  |           |                                       |   |
| 8/1/85  | 985           | CHECKED LIGHTS, TINS, BRAKES, SERVICED HYDRAULIC POWER PAK, REPLACED LT LANDING LIGHT AND BEACON BULBS |           |                                       | <i>[Signature]</i><br>AIP572564725  |

MEMORANDA

1985

Date

11-26-85  
TACH 1147

100 HR INSP C/W IAW CESSNA SERVICE  
MANUAL. PERFORMED GEAR DROP CHECK. REPLACED  
2 NAV LITE BULBS. CHECKED HYD LEVEL. LUBBED  
ALL HINGE POINTS.

DATE 11-26-85 I CERTIFY THAT THIS  
AIRCRAFT/            HAS BEEN INSPECTED IN  
ACCORDANCE WITH AN ANNUAL INSPECTION  
AND FOUND TO BE AIRWORTHY.  
TACH 1147 HOURS            BY             
D. B. FARHAM 001140700

## MEMORANDA

| Date       |  |
|------------|--|
| 12/1/86    | Tech 1540 I certify that Aircraft has been Inspected in accordance with an Annual Inspection & was found to be in Airworthy Condition Report # 1A1508836 |
| ✗          |  |
| 07/30/87   | INSTALLED TCI D120P21 ENCODER # 57916. SYSTEM TESTED<br>LEAKS CHECKED. SEE AIRPORT 337/WB<br><br>John G. Ham<br>CR5404-66                                |
| 20 AUG 87  | T-1861 Replaced left side Rear main gear drive<br>actuator rod P/N 1243051-1 incl. eyebolt<br># AP512564715  |
| 31 SEPT 87 | T-1898<br>REPLACED RATE GYRO -   |

## MEMORANDA

Date

- 20/1/89
- 1) REPLACED LEFT CLEARANCE LIGHT
  - 2) REPAIRED FUEL LEAK LEFT INBOARD WING PANEL
  - 3) REPLACED "O" RING LEFT GEAR DOOR ACTUATOR

SE EFECTUO INSPECCION ANUAL AL PLANEADOR ENCONTRANDOSE EN BUEN ESTADO DE MANTENIMIENTO.

LA PAZ BC5 MANUEL MINJANGS  
ENERO 20/89

CERT N° 1846796

TACOMETRO 2199:3

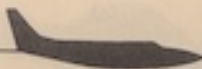


"LOOK FOR THE RED AND BLUE  
CESSNA PENNANTS FOR THAT  
EXTRA SERVICE WHERE IT COUNTS  
WHEN YOU NEED IT."

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS

*The Standard*  
**AIRCRAFT LOG**

ASA/SA-2

Cimarron 

Aircraft Corp.

El Reno Airpark • Hanger #4 • El Reno, Oklahoma  
(405) 262-5444

CESSNA  
Make 210 L Model 1974  
N 210HZ SN 60507

The aircraft identified above was painted in accordance with current FAR's. All flight controls were balanced in accordance with current manufacturers recommendations and is approved for return to service.

Signed Ken Hono  
A and P 512349573 Date 11 / 19 / 90



AIRCRAFT RECORD — GENERAL INFORMATION

MANUFACTURER Cessna MODEL 210L SERIAL 21060507  
REGISTRATION NUMBER N94104/N210HZ DATE MFG. \_\_\_\_\_

ENGINE(S) CURRENTLY INSTALLED.

MFG Continental MODEL T0-520A3A SERIAL 554318  
MFG \_\_\_\_\_ MODEL \_\_\_\_\_ SERIAL \_\_\_\_\_

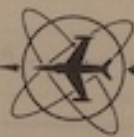
PROPELLER(S) CURRENTLY INSTALLED.

MFG \_\_\_\_\_ MODEL \_\_\_\_\_

HUB MODEL \_\_\_\_\_ SERIAL \_\_\_\_\_ SERIAL \_\_\_\_\_

BLADE MODEL \_\_\_\_\_ SERIAL \_\_\_\_\_ SERIAL \_\_\_\_\_ SERIAL \_\_\_\_\_

BLADE MODEL \_\_\_\_\_ SERIAL \_\_\_\_\_ SERIAL \_\_\_\_\_ SERIAL \_\_\_\_\_



The Standard

AIRCRAFT LOG

| DATE  | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)  |
|-------|---------------------|---------------|-----------------------|---|
| 19 89 |                     |               |                       |   |
| 9-21  | 2307.0              | 2307.0        |                       | <p>removed seats map plates wing<br/>           tested aircraft accordance to 210 manual, replace<br/>           nose tire, struts test completed &amp; was good<br/>           clearpet, replaced ELT. AD 73-2-1 air filter<br/>           CW AD 73 25 OK by sid play AD 77-07-12 mag CW by<br/>           run up AD 77-5 nose gear base c/w by sid AD 87-20-03<br/>           seats track OK by sid</p> |

I CERTIFY THAT THIS AIRCRAFT/ENGINE HAS BEEN  
 INSPECTED IN ACCORDANCE WITH 100hr  
 INSPECTION WAS AND DETERMINED TO BE IN  
 AIR-WORTHY CONDITION. Fred Pate ACP 46758-2956

9-22-89  
 TT 2307.0

I CERTIFY THAT THIS AIRCRAFT/ENGINE HAS BEEN  
 INSPECTED IN ACCORDANCE WITH 100hr  
 INSPECTION WAS AND DETERMINED TO BE IN  
 AIR-WORTHY CONDITION. Charles E. Ebborn IA 1379394





NS  
BER OF  
ENTRIES.)

| 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.) |                     |               |                       |  |

Date 10/28/1994 Tach time 2406.7

I certify that this aircraft has been inspected in accordance with F.A.R.s and the manufacturer's maintenance manual procedures for a Hour / Annual inspection and was determined to be in airworthy condition. Other details of this inspection are listed below.

Signed And Rate Cert. Number IA467582956

Details of inspection;

Date 11/9/1995 Tach time 2534.8

I certify that this aircraft has been inspected in accordance with F.A.R.s and the manufacturer's maintenance manual procedures for a Hour / Annual inspection and was determined to be in airworthy condition. Other details of this inspection are listed below.

Signed And Rate Cert. Number IA467582956

Details of inspection;

WT. AND BALANCE REVISED FEB 26, 1996 to delete  
old equipment AND INSTALL NEW: NEW USEFUL  
NEW EMPTY WT 2266.6 lbs C.G. 40.9 INS. 1533.4 lbs  
SEE BACK SHEET

| TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|-----------|---------------|-----------------------|--|
| 12-6-96   | TACH Time     | 2671.10               | TOTAL Time SAME  |

Checked & Lubed flight controls, placed A/C on jacks and performed gear retraction test - gears checked okay. Lubed gear, cleaned, inspected & repack wheel bearings. OK ELT battery & ELT function PER FAR 91-207 D (Test satisfactory). ELT battery due replacement July October 1998. Complied with (AD 94-12-08 (C-2) & 94-12-08 D-1 RW) & (AD 97-22-01) } Preflight procedures & Fuel gauges } (Fuel line chafing)  
AD 85-10-02 (ENGINE INDUCTION AIR BOX)

I certify that this aircraft has been inspected in accordance with an 100 hr inspection and was determined to be in airworthy condition.

July L. Bell  
AEP 436668903

**ARTEX AIRCRAFT SUPPLIES, INC.**  
 10714 S. Township Rd. Canby, OR 97013  
 (503) 266-3959 800-547-8901

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LOG BOOK ENTRY \_\_\_\_\_

E.L.T. BATTERY REPLACEMENT DATE 10-98

5-19-95 REMOVED KONG S.  
 ONE SYSTEM AND A/C AUTO PILOT.  
 INSTALLED STEER SYSTEM SD  
 AUTO PILOT SEE 337 THIS  
 DATE. BMD # 2712327

PIPPENYORK FLYING MACHINE CO.  
 MUNICIPAL AIRPORT  
 BURNET, TX 78611  
 512-756-8727 FAAC. R.S.-FMZR 327K

INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS  
 LISTED WITH NAME, RATING AND CERTIFICATE NUMBER OF  
 PERSON PERFORMING. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)

TOTAL TIME SAME

controls, placed A/C on jacks  
 in test - gears checked okay.  
 sprout & re-pack wheel  
 function PER FAR

ELT battery due

1998. Complied with  
 D-1 RW & AD 97-22-01

Leaves } (fuel line pinning)  
 AIR BOX }

I certify that this aircraft has been inspected  
 in accordance with an 100 hr inspection and was  
 determined to be in airworthy condition.

Dee L. Will  
 AEP/456668903

ARTEX AIRCRAFT SUPPLIES, INC.  
 10714 S. Township Rd. Canby, OR 97013  
 (503) 266-3259 800-547-8001

LOG BOOK ENTRY \_\_\_\_\_  
 E.L.T. BATTERY REPLACEMENT DATE 10-98





NUMBER OF ENTRIES.)

| DATE           | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)   |
|----------------|---------------------|---------------|-----------------------|--|
| 19 <u>97</u>   |                     |               |                       |  |
| <u>5/16/97</u> |                     |               |                       | <p>I CERTIFY THAT THE ALTIMETER AND STATIC SYSTEMS TEST AS REQUIRED BY FAR 91.411 HAVE BEEN PERFORMED IN ACCORDANCE WITH FAR 43 APPENDIX E. THE ALTIMETER WAS TESTED TO <u>20,000</u> FEET ON <u>5/16/97</u> PERTINENT DETAILS OF THE TEST ARE ON FILE AT THIS AGENCY UNDER WORKORDER NO. <u>970519</u> DATE <u>5/16/97</u> SIGNED <u>[Signature]</u> FOR <b>WRISTON AVIATION</b> RR 1, Box 206T McKinney, TX 75070 C.R.S. No. R2FR683J</p>                                    |
|                |                     |               |                       | <p>The Encoder (Terra AT3000 s/n 16646) was adjusted as per the manufactures installation procedure by [Signature] Wriston Aviation CRS R2FR683J.</p>  |
|                |                     |               |                       | <p>I CERTIFY THAT THIS TRANSPONDER MAKE <u>Collins</u> MODEL <u>TDR-950</u> S/N <u>8057</u> AS INSTALLED IN THIS AIRCRAFT HAS BEEN TESTED AS REQUIRED BY FAR 91.413 IN ACCORDANCE WITH FAR 43 APPENDIX F ON THIS DATE <u>5/16/97</u> TACH _____ PERTINENT DETAILS OF THE TEST ARE ON FILE AT THIS AGENCY UNDER WORKORDER NO. <u>970519</u> DATE <u>5/16/97</u> SIGNED <u>[Signature]</u> FOR <b>WRISTON AVIATION</b> RR 1, Box 206T McKinney, TX 75070 C.R.S. No. R2FR683J</p> |
| <u>6-10-97</u> | <u>2700.9</u>       |               |                       | <p>Removed original tach at 2700.9 replace with new tach at 0.0. <u>[Signature]</u> 57106905</p>   |

ALT.  
Unter  
5934P-ASC  
s/n 80086



CTIONS  
NUMBER OF  
ENTRIES.)

| DATE | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>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.)

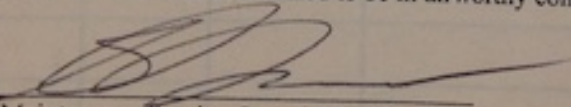
### LOG ENTRY

Date: 2-2-98 Resgt. No.: N210HZ Model: Cessna 210L  
Serial no.: 2160507 Tach: 2787

1. Replaced brake linings right brake with new p/n 066-10500.
2. Replaced left main wheel inner half p/n 161-03000 s/n 8682 with new s/n 075A, and outer half p/n 162-02700 s/n 8633 with new s/n 218A.
3. Replaced left main wheel inner half p/n 161-03000 s/n 8634 with new s/n 217A, and outer half p/n 162-02700 s/n 8644 with new s/n 076A.
4. Re-routed and tied off loose wires behind instrument panel.
5. Complied with the following AD notes:  
AD 85-10-02 Inspection of induction air box for cracks per par (a). No defects noted.  
AD 87-20-03 R2 Inspection of seat rails for wear per par II (c) and (a). Found within limits. Next due February 1999.  
AD 97-01-13 Inspection of Fuel, oil, hydraulic hoses p/n S51-10 replaced between March 1995 & Feb. 3 1997 per par (a) (b). No defects noted.
6. Complied with Annual inspection.

Details on file at this agency under WO# 3541

I certify that this aircraft has been inspected in accordance with an ~~100~~ Annual inspection and has been determined to be in airworthy condition.

George H. Ham   
Ham's Aviation Maintenance Service, Inc. CRS: H8MR479J

|  |  |  |  |  |
|--|--|--|--|--|
|  |  |  |  |  |
|--|--|--|--|--|

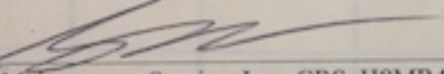
| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS   |
|------|---------------------|---------------|-----------------------|--|
| 19__ |                     |               |                       | ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES) |

**LOG ENTRY**

Date: 2-13-98 Resgt. No.:N210HZ Model: Cessna 210L  
Serial no.: 2160507

1. Removed right fuel quantity gage, cleaned terminals and reinstalled, Operational test good.

Details on file at this agency under WO# 3566

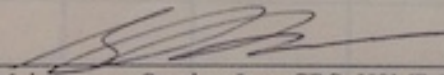
George H. Ham   
Ham's Aviation Maintenance Service, Inc. CRS: H8MR479J

**LOG ENTRY**

Date: 5-9-98 Resgt. No.:N210HZ Model: Cessna 210L  
Serial no.: 2160507

1. Resoldered left Hi-Z lead ground and adjusted connector tension right Hi-Z at fuel quantity indicator. Operational test good.

Details on file at this agency under WO# 3644

George H. Ham   
Ham's Aviation Maintenance Service, Inc. CRS: H8MR479J



| DATE | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|------|---------------------------|------------------|-----------------------------|---|
|------|---------------------------|------------------|-----------------------------|---|

1998

10/20/98 N210HZ TACK 2839.00  
 Replace Roller and bushing in seat rollers. Replaced  
 all gear hoses, 1) 111417-3S0122, 1) 111417-3S0144,  
 1) 111417-4S0095, 1) 111417-4S0126, 2) 111417-4S01  
 44, 2) 111417-4S0150, 2) 111417-4S0067, 1) 111417-4  
 S0074, 1) 111417-4S0067, 2) 111417-4S0130, 2) 11141  
 7-4S0120. Replace the "O" rings in the left down lock  
 actuator. Retracted gear and checked for correct  
 operation. Installed new Battery Gill 242 #G01782018.  
 Complied AD's 85-10-02, 86-19-11, 87-20-03 R2.

*Gordon D. Lingle*  
 Gordon D. Lingle

AP 335345272

10/20/98 Tack 2839.0

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

Gordon D. Lingle

IA 335345272

*Gordon D. Lingle*



| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|------|---------------------|---------------|-----------------------|--|
|------|---------------------|---------------|-----------------------|--|

8-27-99 Tach 183.6

**CESSNA 210L N210HZ S/N:21060507**

1. Installed approved Flight Manual Supplement for Apollo GX60 GPS/Comm in the Aircraft Flight Manual in accordance with 337 dated 3-17-1999.
2. Removed Placard "GPS FOR VFR USE ONLY". The Apollo GX60 GPS/Comm is now Approved for IFR Enroute, Terminal and Approach Navigation.

*Gregory A. York*  
Signature 2411270

8-27-99  
Date

PIPPEN-YORK FLYING MACHINE  
FREDERICKSBURG, TX 78624  
8309978205 FAA CRS FMZR327K



| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|------|---------------------|---------------|-----------------------|--|
|------|---------------------|---------------|-----------------------|--|

|        |      |       |  |  |
|--------|------|-------|--|--|
| 1999   |      |       |  |  |
| 9-3-99 | TACH | 183.6 |  |  |

**9-3-1999 Cessna 210L N210HZ Tach: 183.6**

Installed BF Goodrich WX-900 Stormscope system. Reference Work Order No. 11823 and FAA form 337 dated 9-3-1999 for complete details on the work performed. I certify that the work performed on the aircraft has been performed satisfactorily and per current Federal Aviation Administration Regulations and is approved for return to service only for the work performed.

*Gary A. [Signature]* 2411270  
Signed \_\_\_\_\_ Cert. #

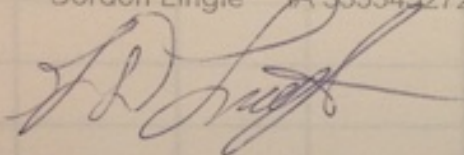
Pippen-York Flying Machine Co.  
FAA C.R.S. FMZR327K

| DATE<br>19__ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------|---------------------------|------------------|-----------------------------|---|
|--------------|---------------------------|------------------|-----------------------------|---|

11/05/99 Tach 191.9 T.T. 2891.9

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

Gordon Lingle IA 335345272



Dec 12, 2000 Hobbs 209.5 T.T. 2909.5

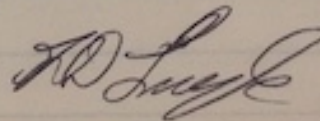
Replaced boots on right gear door shaft and right gear lock shaft. Installed new "O" rings on right gear lock hydraulics.

Complied with AD's 87-20-03 R2 & 85-10-02.

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

G.D. Lingle

IA 335345272



| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|------|---------------------|---------------|-----------------------|--|
|------|---------------------|---------------|-----------------------|--|

I CERTIFY THAT THE ALTIMETER SYSTEMS, ALTITUDE REPORTING EQUIPMENT, AND STATIC SYSTEM TESTS REQUIRED BY FAR 91.411 AND THE ATC TRANSPONDER SYSTEM TEST REQUIRED BY FAR 91.413 HAVE BEEN PERFORMED. A/C HOUR METER 2329. ALTIMETERS  
 LH S/N 80092 DATE 8-21-9 TESTED TO 2025  
 RH S/N \_\_\_\_\_ DATE \_\_\_\_\_ TESTED TO \_\_\_\_\_  
 AUTOMATIC PRESSURE REPORTING SYSTEM, TYPE AT3200  
 S/N 16648 DATE 8-21-9 TESTED TO 2025  
 ATC XPDR #. 1 0936 #. 2 \_\_\_\_\_  
 SIGNATURE [Signature] CERT. NO. 2422317  
 WORK ORDER NO. 12871 DATE 8-21-9

PIPPEN-YORK, INC.  
 dba Flying Machine Company  
 315 Airport Road  
 Fredericksburg, TX 78624  
 830-997-8205 FAA CRS FMZR327K

GILLESPIE COUNTY AIRPORT FREDERICKSBURG, TX. 78624  
 FAA C.R.S. FMZR327K 830-997-8205

ACCEPTED OR SERVICEABLE

Cust Name Rocky Pebbles A/C N# 21DHZ  
 Equip /M-M: UNITED ALS S/N 80084  
 Tech BP Inspector BP

The appliance identified on this form was repaired and inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this repair station under

Work Order No. 12871 Date 8-21-9  
 Signed [Signature] Cert No. 2422317

PIPPEN-YORK FLYING MACHINE CO., INC.





| DATE<br>2003<br>19 | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------------|---------------------------|------------------|-----------------------------|---|
|--------------------|---------------------------|------------------|-----------------------------|---|

4-09-2003 Cessna 210L N210HZ Tach: 457.30  
 Checked S-Tec 50 autopilot system. Removed and replaced S-Tec 50 programmer/computer after repairs by S-Tec RPO # 30661 and ramp tested. Checked Collins TDR 950 system and cleaned grime from transponder antenna. The transponder has been tested and inspected per FAR 91.413 and found to comply with Appendix F of Part 43.  
 Reference Work Order No. 24042 dated 4-09-2003 for complete details on the work performed. I certify that the work performed on the aircraft has been performed satisfactorily and per current Federal Aviation Administration Regulations and is approved for return to service only for the work performed.

*Gregory A. Goddard*  
 Phippen-York Inc. dba A Flying Machine Co.  
 FAA C.R.S. FMZR327K

6/29 473  
 CHECKED AND ADDED BRAKE HYDROBROMIC FLUID.  
 RIGHT BRAKE WAS LOW.

8/29 508.7  
 Remove TACK seat TO AIRCRAFT INSTRUCTIONS  
 SULLERS SERVICE FOR BELTBU INSTALLATION  
 TACK, BAN Eng. & checked For proper operation

AIRCRAFT RETURNED TO SERVICE. *Gregory A. Goddard* 33534522



| 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.)

I CERTIFY THAT THE ALTIMETER SYSTEMS, ALTITUDE REPORTING EQUIPMENT, AND STATIC SYSTEM TESTS REQUIRED BY FAR 91.411 AND THE ATC TRANSPONDER SYSTEM TEST REQUIRED BY FAR 91.413 HAVE BEEN PERFORMED. A/C HOUR METER 5627 ALTIMETERS:  
 LH S/N 40082 DATE 5-22-04 TESTED TO 22005  
 RH S/N \_\_\_\_\_ DATE \_\_\_\_\_ TESTED TO \_\_\_\_\_  
 AUTOMATIC PRESSURE REPORTING SYSTEM, TYPE TERR (A) 320  
 S/N 14646 DATE 5/1/04 TESTED TO 22005  
 ATC XPDR #. 1 TD 650 #. 2 \_\_\_\_\_  
 SIGNATURE BAR CERT. NO. 2712327  
 WORK ORDER NO. 2472 DATE 5-22-04

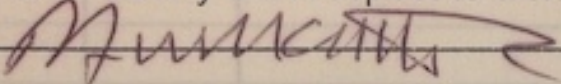
**Pippen-York, Inc.**  
 Dba: A Flying Machine Company  
 555 Airport Road  
 Fredericksburg, TX 78624  
 830-997-8205 FAA CRS: FMZR327K

Cessna 210L, 60507, December 20, 2004, Tach: \_\_\_\_\_, Removed alternator and replaced with new unit. Installed with new bushings and hardware as necessary. Ops check good. Repaired LH rear engine mount stud. Described maintenance is airworthy with respect to work performed.  
 Signature [Signature] R. W. McBride, Jr.  
 AP2710158



| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|------|---------------------|---------------|-----------------------|--|
|------|---------------------|---------------|-----------------------|--|

Cessna 210L, 60507, February 16, 2005, Tach: 3338.5. Reinstalled propeller after overhaul by Jordan Propeller, work order number 38853. Described maintenance is airworthy with respect to work performed.

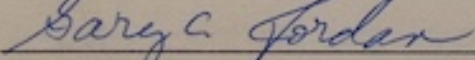
Signature  R. W. McBride, Jr.  
AP2710158

**JORDAN PROPELLER SERVICE INC.**

103 EAST RHAPSODY SAN ANTONIO, TEXAS 78216  
Certificated Repair Station No. EK2R797K

PROPELLER S/N 781912 HAS BEEN REPAIRED  
AND/OR OVERHAULED I/AW MANUALS 720415, BOM 100-1 & SPM 100-1  
1/2 S.B.'S 99, 99-1, 99-2, 99-3, 196B, 218, 227B (TORQUE  
DECAL INSTALLED) AND S.L.'S 1989-2C, 1992-7, 1995-4A,  
1995-6, 1998-5 & 1998-BB.

PERTINENT DETAILS ON FILE UNDER W.O. 10386

SIGNED  DATE 02-11-05

MECHANIC MAKING INSTALLATION ON A/C MUST C/W FAR 43.9



MODEL CESSNA C-210L

S/N- 21060507

REG-N210HZ

Trim Aire Aviation Inc.

P.O. Box 447

Limestone County Airport

Mexia, Texas 76667

(254) 562-2857

DATE- 9/16/2005

W.O. # 5166

TACH: 3409.36

ACTT

AIRCRAFT LOG ENTRY

WO# 5166 REG. #N210HZ S/N 210-60507 TACH: 349:36

HAIL DAMAGE TO R/H AILERON---RE-SKINNED R/H AILERON- REPLACED T/E CENTER RIB P/N 1221148-2, WHICH WAS NOT INSTALLED BEFORE. PAINTED REPAIR AREA TO MATCH AIRCRAFT. BALANCED I/A/W CESSNA 210 MAINT. MANUAL FIG 18-3. ADDED 1.350 LBS TO BALANCE AT 9.22 INCH LBS. INSTALLED AILERON. HAIL DAMAGE TO L/H AILERON----RE-SKINNED L/H AILERON. PAINTED REPAIR AREA TO MATCH AIRCRAFT. BALANCED I/A/W CESSNA 210 MAINT. MANUAL FIG 18-3. BALANCED I/A/W CESSNA 210 MAINT. MANUAL FIG 18-3. ADDED 1.370 LBS TO BALANCE AT 8.3 INCH LBS. INSTALLED AILERON. HAIL DAMAGE TO TOP L/H FLAP---RE-SKINNED TOP L/H FLAP. PAINTED REPAIR AREA TO MATCH AIRCRAFT. HAIL DAMAGE TO TOP R/H FLAP---RE-SKINNED TOP R/H FLAP. PAINTED REPAIR AREA TO MATCH AIRCRAFT. INSTALLED AND RIGGED FLAPS. HAIL DAMAGE L/H TOP ELEVATOR---RE-SKINNED L/H TOP ELEVATOR. PAINTED REPAIR AREA TO MATCH AIRCRAFT. BALANCED I/A/W CESSNA 210 MAINT. MANUAL FIG 18-3. INSTALLED ELEVATOR. REPLACE RUDDER TOP CAP - DUE TO HAIL DAMAGE---REPLACED RUDDER TOP CAP - P/N 0731606-6-791 PAINTED REPAIR AREA TO MATCH AIRCRAFT. L/H TOP FUSELAGE PAINT - CHIPS & CRACKS L/H TOP HORIZONTAL STABILIZER - PAINT---PAINTED TOP HORIZONTAL STABILIZER - AS REQUIRED. TOP COWLINGS - REPLACE RIVETS - REMOVE CORROSION - REPAINT COWLING AS NEEDED---TOP COWLINGS - REPLACED RIVETS & REMOVED CORROSION AS REQUIRED - REPAINTED REPAIR AREAS TO MATCH AIRCRAFT. FLIGHT TEST---RESULTS UNSATISFACTORY SEE BELOW FOR RIGGING. CHECK RIGGING, A/C ROLLS RIGHT WHEN FLAPS ARE LOWERED TO 10 DEGS---FOUND FLAPS GOING TO 18 DEG WHEN 10 DEG IS SELECTED FLAPS GOING TO 30 WHEN 20 DEG SELECTED, UNABLE TO ADJUST FOLLOW UP SYSTEM. FOUND FOLLOWUP CABLE DEFECTIVE. INSTALLED NEW P/N 9860058-1 CABLE AND ADJUSTED PER 210 MK/M. ALSO FOUND SLACK IN R/H AILERON LINKAGE, REPLACED ROD END ON FORWARD END OF P/N 15B302-1 ROD & TIGHTNED TWO OTHER LOOSE BOLTS. CHECKED FLAP AND AILERON RIGGING I/A/W ROBERSON A/C (SIERRA INC) STOL MAINT SUPPORT AND FOUND L/H AILERON DEPLOYING BEFORE R/H. LINKAGE ADJUSTED I/A/W ROBERTSON INSTRUCTIONS. ALSO FOUND R/H WING T/E CURLED UP 1/4 TO 3/8 ". REMOVED REVITS, STRAIGHTNED T/E & RERIVET AS PER ORIGINAL ATTACHMENT. FINAL FLIGHT TEST PERFORMED AND FOUND TO BE SATISFACTORY IN STRAIGHT & LEVEL FLIGHT WITH FLAPS 10 DEG, 20 DEG AND 30 DEG.

*L. MCBRIDE*

L. MCBRIDE A&P 461606721

DATE

19\_\_

Cessna 210L, 60507, **June 20, 2006**, Tach: 3475.7, TT: 3481.5. Performed routine annual inspection per factory guide and form M100. Jacked aircraft and checked gear cycles. Lubricated airframe as required. Inspected ELT per 91.207(d), found satisfactory. C/W AD87-20-03R2 by inspection of seat rails and rollers, found within spec at this time. C/W AD85-10-02 by inspection of induction air box lower skins, no defects noted. C/W AD99-24-10 by inspection of Precise Flight Vacuum System, no defects noted. Resealed RH brake caliper and replaced all brake linings. Replaced LH tailpipe hanger with new. Replaced alternate air door spring. Replaced vacuum regulator filter. Serviced power pack and brake reservoirs. Replaced RH MLG tire and tube, cleaned and packed bearings. Rotated LH MLG tire and cleaned and repacked bearings. Replaced taxi light. Cleaned and resealed gascolator screen and bowl. I certify that this aircraft has been inspected in accordance with an **annual inspection** and was determined to be in an airworthy condition.

Signature

R. W. McBride, Jr.  
IA2710158AP

Cessna 210L, 60507, **September 7, 2006**, Tach: 3477.8, TT: 3483.6. Removed propeller and installed new Hartzell propeller, PHC-J3YF-1RF, per STC SA00773AT. Please see Form 337 this date. Replaced nose tire and tube and LH MLG tire and tube. Repacked all wheel bearings. Described maintenance is airworthy with respect to work performed.

Signature

R. W. McBride, Jr.  
IA2710158AP



| DATE<br>19__ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)   |
|--------------|---------------------------|------------------|-----------------------------|---|
|              |                           |                  |                             | <p>912806 Cessna 210L N21042 Tach 3483.75<br/> Removed and reinstalled altimeter and encoder<br/> for bench test. Removed Loaner altimeter.<br/> Reinstalled Serviced ALTIMETER 5934P-A56<br/> I CERTIFY THAT THE ALTIMETER SYSTEMS, ALTITUDE<br/> REPORTING EQUIPMENT AND STATIC SYSTEM TESTS<br/> REQUIRED BY FAR 91.411 AND THE ATC TRANSPONDER<br/> SYSTEM TEST REQUIRED BY 91.413 HAVE BEEN<br/> PERFORMED. A/C HOUR METER 3483.75 ALTIMETERS;<br/> LH S/N 60088 DATE 9-25-06 TESTED TO 20,000<br/> RH S/N _____ DATE _____ TESTED TO _____<br/> AUTOMATIC PRESSURE REPORTING SYSTEM AT 3000<br/> S/N 16646 DATE 9-28-06 TESTED TO 20,000<br/> ATC XPDR #. 1 Collins TOR 950 #. 2 _____<br/> SIGNATURE <i>[Signature]</i> CERT. NO. _____<br/> WORK ORDER NO. 13485 DATE 9-28-06<br/> PIPPEN-YORK, INC. dba A Flying Machine Co.<br/> FAA CRS FMZR327K</p> |

Cessna 210L, 60507, February 16, 2007. Installed new ship's battery, RG24-11 and tested, ops checked good. Cleaned corrosion around rudder pedals and LH forward sidewall. Described maintenance is airworthy with respect to work performed.

Signature *[Signature]* R. W. McBride, Jr.  
IA2710158AP

S  
ER OF  
TRIES.)

| DATE | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TC<br>TIN<br>SEF |
|------|---------------------------|------------------|------------------|
|------|---------------------------|------------------|------------------|

Central Texas Avionics, INC.  
217 Corsair Dr.  
Georgetown, Tx 78628

TERATIONS  
TE NUMBER OF  
CIFIC ENTRIES.)

Reg #: N210HZ    Make: CESSNA 210L    S/N: 21060507  
Date: 02-16-2007    W/O #: 5527    T.T.: 3554.2

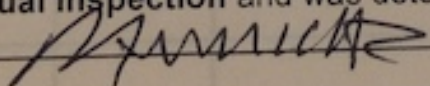
SQ. 1) REMOVED DEFECTIVE EDO-AIRE 52D54, S/N: 18895E, 1U262-003  
-14 DIRECTIONAL GYRO AND INSTALLED EXCHANGED OVERHAULED  
EDO-AIRE 52D54, S/N: 78496F, P/N: 1U262-003-14 DIRECTIONAL GYRO.  
SQ. 2) REPLACED CUSTOMER SUPPLIED PILOT'S PTT SWITCH. SQ. 3)  
ADJUSTED DIGITIZER TO READ CORRECT MODE "C" ALTITUDE. GROUND  
CHECKED GOOD..

THE AIRCRAFT OR APPLIANCE(S) IDENTIFIED ABOVE WAS REPAIRED  
AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION  
REGULATIONS WITH RESPECT TO WORK ACCOMPLISHED AND WAS  
FOUND AIRWORTHY FOR RETURN TO SERVICE. DETAILS ON FILE UNDER  
THE W/O# LISTED ABOVE.

  
EDWARD JASEK    CRS# 084R586N

Cessna 210L, 60507, **July 6, 2007**, Tach: 3585.7, TT: 3591.5. Performed routine annual inspection per factory guide and form M100. Jacked aircraft and checked gear cycles. Lubricated airframe as required. Inspected ELT per 91.207(d), found satisfactory, battery expiration date of 03/08. C/W AD87-20-03R2 by inspection of seat rails and rollers, found within spec at this time. C/W AD85-10-02 by inspection of induction air box lower skins, no defects noted. C/W AD99-24-10 by inspection of Precise Flight Vacuum System, no defects noted. Adjusted nose gear squat switch. Replaced flap rub buttons as necessary. Cleaned and resealed gascolator screen and bowl. I certify that this aircraft has been inspected in accordance with an **annual inspection** and was determined to be in an airworthy condition.

Signature



R. W. McBride, Jr.

IA2710158AP





| DATE<br>19__ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)  |
|--------------|---------------------------|------------------|-----------------------------|--|
|              |                           |                  |                             | <p><u>11-16-2007 Cessna 210L.</u></p> <p>Removed S-Tec turn and bank and shipped to S-Tec for repair. Found the static system tubing for pitch transducer was brittle, dry, and cracked. Replaced brittle tubing and a broken "T" fitting. Also noted standing water in the static port area. Repositioned static ports to prevent water from entering static system. Also adjusted roll centering. Adjusted bridle cable tension on the roll servo. Reference Work Order No. <u>13861</u> and <del>FAA 337</del></p> <p>Dated _____ for complete details on the work performed. I certify that the work performed on the aircraft has been performed satisfactorily and per current Federal Aviation Administration Regulations and is approved for return to service only for the work performed.</p> <p><i>Mike P.</i><br/>Pippen-York Inc.<br/>FAA C.R.S. FMZR327K</p> |

Cessna 210L, 60507, January 31, 2008. Replaced starter solenoid with new 8781-8 unit. Replaced nose gear ring support, p/n 1243626-1 with new unit. Resealed upper metering barrel and serviced strut. Described maintenance is airworthy with respect to work performed.

Signature

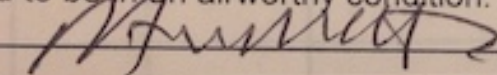
*R. W. McBride, Jr.*

R. W. McBride, Jr.

IA2710158AP

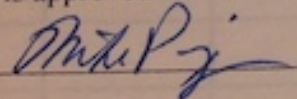
| DATE<br>19__ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------|---------------------------|------------------|-----------------------------|---|
|--------------|---------------------------|------------------|-----------------------------|---|

Cessna 210L, 60507, **August 7, 2008**, Tach: 3680.3, TT: 3686.1. Performed routine annual inspection per factory guide and form M100. Jacked aircraft and checked gear cycles. Lubricated airframe as required. Inspected ELT per 91.207(d), found satisfactory. C/W AD87-20-03R2 by inspection of seat rails and rollers, found within spec at this time. C/W AD85-10-02 by inspection of induction air box lower skins, no defects noted. C/W AD99-24-10 by inspection of Precise Flight Vacuum System, no defects noted. Replaced vacuum regulator filter. Replaced alternate air door spring, p/n 120310-1. Cleaned and resealed gascolator screen and bowl. I certify that this aircraft has been inspected in accordance with an **annual inspection** and was determined to be in an airworthy condition.

Signature  R. W. McBride, Jr.  
IA2710158AP

**Dec 4, 2008 Cessna 210L N210HZ Tach: 3718.50 hrs**

Removed Apollo GX60 GPS and sent to the factory for warranty repair.  
Installed repaired GX60 and function tested good. Replaced inop NAV display digit on Collins VIR351 NAV with a serviceable digit. Replaced missing beacon light lens and retaining clamp.  
I certify that the work performed on the aircraft has been performed satisfactorily and per current Federal Aviation Administration Regulations and is approved for return to service only for the work performed.

Signed 

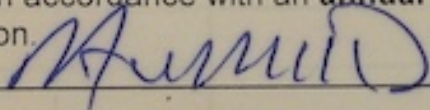
Mike Pippen A&P462634580 I.A.

NUMBER OF ENTRIES.)

| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|------|---------------------|---------------|-----------------------|--|
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Cessna 210L, 60507, **September 3, 2009**, Tach: 1434.9, TT: 3799.9. Performed routine annual inspection per factory guide and form M100. Jacked aircraft and checked gear cycles. Resealed forward end of nose gear actuator, replaced actuator-to-nose gear attach bolt, 1280514-3. Lubricated airframe as required. Replaced ELT with Ameri-King AK-450 unit, batteries expire 09/11. C/W AD87-20-03R2 by inspection of seat rails and rollers, found within spec at this time, due again at next annual. C/W AD85-10-02 by inspection of induction air box lower skins, no defects noted, due again by 3899 TT. C/W AD99-24-10(b)(1) by inspection of Precise Flight Vacuum System, no defects noted, due again at next annual inspection. Replaced vacuum regulator filter. Cleaned and resealed gascolator screen and bowl. I certify that this aircraft has been inspected in accordance with an **annual inspection** and was determined to be in an airworthy condition.

Signature

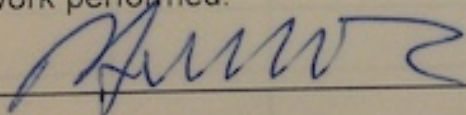


R. W. McBride, Jr.

IA2710158AP

Cessna 210L, 60507, **December 22, 2009, 2009**, Tach: 3803.7. Replaced alternator with overhauled unit from Modified Aircraft Accessories, work order number 10891. Replaced fuel hose from aircraft to fuel pump with new unit fabricated by Aviall, work order number 9292249. Pressure checked fuel, no leaks noted. Described maintenance is airworthy with respect to work performed.

Signature



R. W. McBride, Jr.

IA2710158AP



OF  
(ES.)

| DATE<br>19__ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------|---------------------------|------------------|-----------------------------|---|
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**4-22-2011** Make **CESSNA** Model **210L N210HZ Tach:3880.15**  
 Removed and reinstalled  altimeter and  encoder for bench test.

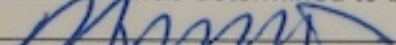
I CERTIFY THAT THE ALTIMETER SYSTEMS, ALTITUDE REPORTING EQUIPMENT AND STATIC SYSTEM TESTS REQUIRED BY FAR 91.411 AND THE ATC TRANSPONDER SYSTEM TEST REQUIRED BY 91.413 HAVE BEEN PERFORMED. A/C HOUR METER **3880.15** ALTIMETERS; LH S/N **C0088** DATE **4-22-2011** TESTED TO **20,000 Ft.** RH S/N **NA** DATE **NA** TESTED TO **NA Ft.** Automatic Pressure Reporting System, Type **TERRA AT3000** S/N **16646** DATE **4-22-2011** TESTED TO **20,000 Ft.** ATC XPDR #. **1 COLLINS TDR 950** S/N  
 SIGNATURE *Greg Ford* CERT. NO. **RPM 2411270**  
 WORK ORDER NO. **14986** DATE **4/22/2011**

I certify that the work performed on the aircraft has been performed satisfactorily and per current Federal Aviation Administration Regulations and is approved for return to service only for the work performed.

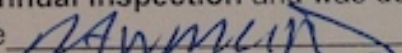
*Greg Ford*  
 Pippen-York Inc.  
 dba A Flying Machine Co.  
 FAA C.R.S. FMZR327K

| DATE<br>19__ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------|---------------------------|------------------|-----------------------------|---|
|--------------|---------------------------|------------------|-----------------------------|---|

Cessna 210L, 60507, **November 1, 2011**, Tach: 3909.2, TT: 3915.0. Performed routine annual inspection per factory guide and form M100. Jacked aircraft and checked gear cycles. C/W AD2011-10-09 by inspection of seat rails and rollers, found within spec at this time, due again at next annual. C/W AD85-10-02 by inspection of induction air box lower skins, no defects noted, due again by 4015 TT. C/W AD96-12-22 by inspection of oil filter adapter, torque putty is undisturbed, due at next oil filter replacement. C/W AD99-24-10(b)(1) by inspection of Precise Flight Vacuum System, no defects noted, due again at next annual inspection. Replaced LH main tire. Serviced brake reservoirs and power pack. Replaced fuel line from selector to boost pump, p/n AE7013354H0110 with new unit, leak checked satisfactory. Cleaned and resealed gascolator screen and bowl. Inspected ELT per 91.207(d), found satisfactory, replaced batteries with new expiration date of 11/2013. I certify that this aircraft has been inspected in accordance with an **annual inspection** and was determined to be in an airworthy condition.

Signature  R. W. McBride, Jr. IA2710158AP

Cessna 210L, 60507, **February 1, 2013**, Tach: 3942.6, TT: 3948.4. Performed annual inspection per factory guide and form M100. Jacked aircraft and checked gear cycles, serviced power pack. C/W AD2011-10-09 by inspection of seat rails and rollers, found within spec at this time, due again at next annual. C/W AD85-10-02 by inspection of induction air box lower skins, no defects noted, due again by 4048 TT. C/W AD96-12-22 by inspection of oil filter adapter, torque putty is undisturbed, due at next oil filter replacement. C/W AD99-24-10(b)(1) by inspection of Precise Flight Vacuum System, no defects noted, due again at next annual inspection. Replaced gear warning/throttle switch with new 1250706-1 assembly. Replaced RH main tire, cleaned and repacked all wheel bearings. Replaced fuel cap gaskets. Replaced prop control cable with new MCC299506-0101 unit. Serviced brake reservoirs. Cleaned and resealed gascolator screen and bowl. Inspected ELT per 91.207(d), found satisfactory. I certify that this aircraft has been inspected in accordance with an **annual inspection** and was determined to be in an airworthy condition.

Signature  R. W. McBride, Jr. IA2710158AP

| DATE<br>19__ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
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**ALTIMETER SYSTEM CERTIFICATION**

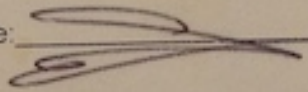
I certify that the altimeter and altitude reporting equipment have been tested as required by 14 CFR PART 91.411 and were found to comply with PART 43 Appendix E. Details of this certification are reference to Work Order: 02803 and are retained at this Repair Station Facility.

Pilots Altimeter To 20,000 ft

Encoder To 20,000 ft

Date: 9-16-13

Aircraft TT: 3955 Aircraft S/N: 21060507

Acft Reg: N2401Z Signature:   
 ACS Avionics, LLC  
 FAA Repair Station WCHR539X  
 209 Airport Road  
 Taylor, TX 76574  
 (512) 352-6525







| DATE<br>19__ | RECORDING<br>TACH<br>TIME | TODAYS<br>FLIGHT | TOTAL<br>TIME IN<br>SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF<br>MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------|---------------------------|------------------|-----------------------------|---|
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**TRANSPONDER CERTIFICATION**

I certify that the ATC Transponder has been tested as required by 14 CFR PART 91.413 and were found to comply with PART 43 Appendix F. Details of this certification are reference to Work Order: C2803 and are retained at this CRS facility.

#1 Transponder Model TPR 90

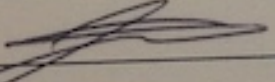
P/N TPR-90 S/N 8057

#2 Transponder Model                     

P/N                      S/N                     

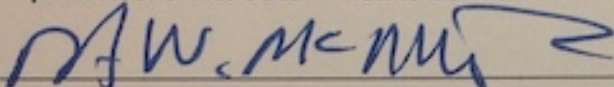
Acft Reg: N2104Z Acft S/N: 21060507

Acft TT: 3955 Date: 9-16-13

Signature: 

ACB Avionics, LLC                      FAA Repair Station WCHR539X

Cessna 210L, s/n 21060507, N210HZ, July 27, 2015, Tach: 4052.9, TT: 4058.7. Performed annual inspection per factory guide and form M100. C/W AD2011-10-09 by inspection of seat rails and rollers, found within spec at this time, due again at next annual. C/W AD96-12-22 by inspection of oil filter adapter by retorquing, safety and putty, due at next oil filter replacement. Replaced nose wheel with serviceable two piece McCauley unit. Inspected ELT per 91.207(d), found satisfactory. Inspected and serviced ship's battery. Replaced vacuum regulator filter with new unit, p/n RA-D9-18-1. Jacked aircraft and checked normal and emergency gear operations, found satisfactory, checked torque on MLG actuator covers. Replaced both tail pipe shock support assemblies, 1250255-7. Replaced mixture control cable and rod end., MCC299507-0101 and MCS1104-3. Cleaned gascolator screen and bowl. Lubricated airframe as necessary. I certify that this aircraft has been inspected in accordance with an **annual inspection** and was determined to be in an airworthy condition.

Signature  R.W. McBride, Jr. IA2710158AP

Chuck's Aircraft LLC. Austin Executive Airport

**CASTLEBERRY Instruments & Avionics, LLC**

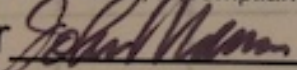
13405 Immanuel Rd. Suite 1A Pflugerville, TX 78660

ph. 512-251-5322 FAA Repair Station #CIYR304X

A/C # N 210HZ Tach time 4054.29 hr.

Work order # 10258 Tested to 20 k ft.

This certifies that the altimeter, altitude reporter, static system & transponder testing required by 14 CFR 91.411 & 91.413 has been performed, and is functional, in compliance with FAR 43 Appendix E & F.

Inspector  Date 8/30/2016

| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS<br>ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|------|---------------------|---------------|-----------------------|--|
|------|---------------------|---------------|-----------------------|--|

MAKE: Cessna  
MODEL: 210I  
S/N: 21060507  
REG. NO: 210HZ  
WORK ORDER: 1734



**Chuck's Aircraft, LLC.**  
6200 Aviation Dr. AC101  
Austin Executive Airport  
Pflugerville, TX 78660  
Phone: 512-610-3111

DATE: 9/1/2016  
A/C TSN: 4060.1  
TACH: 4054.3

**Airframe Entries**

Performed annual inspection per factory guide and Form M100. C/W AD2011-10-09 by inspection of seat rail/c and rollers, no defects noted, due again next annual inspection. C/W AD96-12-22 by inspection of oil filter adapter, no defects noted, due at next filter change. C/W AD85-10-02 by inspection induction air box, no cracks noted, due again by 4160 TT. AD2012-10-04 due by 5000 TT. Inspected ELT per 91.207(d), found satisfactory. Jacked aircraft and performed normal and secondary gear operations. Serviced power pack and brake reservoirs. Cleaned gascolator screen and bowl. Lubricated airframe as necessary.... Resealed hydraulic line elbow at nose landing gear door actuator, operated system, no leaks noted.

Technicians Who Worked On The Items Listed Above:  
Chris McBride

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

DATE: 9/1/2016

SIGNED:

Work Order: 1734

MAKE: Cessna  
MODEL: 210I  
S/N: 21060507  
REG. NO: 210HZ  
WORK ORDER: 2287



**Chuck's Aircraft, LLC.**  
6200 Aviation Dr. AC101  
Austin Executive Airport  
Pflugerville, TX 78660  
Phone: 512-610-3111

DATE: 8/22/2017  
A/C TSN: 4064.7  
TACH: 4058.9

**Airframe Entries**

Replaced LH elevator tip. No change in weight and balance.

Technicians Who Worked On The Items Listed Above:  
Chris Shaffer

Described maintenance is airworthy with respect to work performed.

DATE: 8/22/2017

SIGNED:

Work Order: 2287

Robert McBride, Jr., A&P: 2710158

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NUMBER OF ENTRIES.)

DATE

19

MAKE: Cessna  
MODEL: 210I  
S/N: 21060507  
REG. NO: 210HZ  
WORK ORDER: 2401



**Chuck's Aircraft, LLC.**

6200 Aviation Dr. AC101  
Austin Executive Airport  
Pflugerville, TX 78660  
Phone: 512-610-3111

DATE: 11/2/2017  
A/C TSN: 4064.7  
TACH: 4058.9

OF ES.)

**Airframe Entries**

Performed annual inspection per factory guide and Form M100. AD2012-10-04, spar inspection, due at 5000 TT. C/W AD2011-10-09 by inspection of seat rails, rollers and pins, cracks present noted and within limits at this time, due again at next annual inspection. C/W AD96-12-02 by inspection of full flow oil filter adapter, no movement noted, due again at next filter change. C/W AD85-10-02, induction air box cracks, no defects noted, due again by 4159 tach. C/W AD76-07-12 by test of mag switch, found satisfactory, due again at next annual inspection. Jacked aircraft and performed normal and secondary landing gear operations. Checked MLG actuator cover bolt torque. Inspected ELT per 91.207(d), found satisfactory. Serviced power pack and brake reservoirs. Replaced vacuum regulator filter. Cleaned gascolator screen and bowl. Lubricated airframe as necessary.... Removed upper half of fuel selector and replaced o rings. refueled aircraft, no leaks noted.... Torqued LH landing gear actuator attaching hardware... Adjusted nose wheel axle hardware as necessary.... Removed and replaced NLG door lower attaching bolts.

Technicians Who Worked On The Items Listed Above:  
Craig Harwood, Robert McBride, Jr.

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

DATE: 11/2/2017

SIGNED:

Work Order: 2401

Robert McBride, Jr., IA: 2710158

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**CASTLEBERRY Instruments & Avionics**

13405 Immanuel Rd. Suite 1A Pflugerville, TX 78660  
ph. 512-251-5322 FAA Repair Station #CIYR304X

A/C # N210HZ Tach time 4077.59 hr.

Work order # 10421 Tested to 20 k ft.

This certifies that the altimeter, altitude reporter, static system & transponder testing required by 14 CFR 91.411 & 91.413 has been performed, and is functional in compliance with FAR 43 Appendix E & F.

Inspector John Morrison Date 11/27/2018

CIA form H7 Rev. 6/16/2017

Avery 5163

DATE

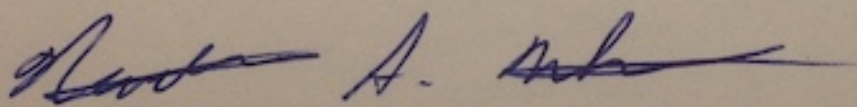
19\_\_

(NUMBER OF ENTRIES.)

July 25, 2018

N210HZ

LH elevator static balance checked after paint in reference to  
Cessna 210-series Maintenance Manual D2004-4-13, Section 18-3  
and found to be within limits. END



Nathan A. Whetzel

Repairman 3519333

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