

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 Technician or Repair Facility. (See back pages for other specific entries.)
19				

Date: 03/03/2016 N836RW Airframe Log
W/O: 36-03-02 Hobbs: 0,097.0 TAT: N/A

Owner reports glarshield not secure.
Secured glareshield.
Owner reports right hand engine will not
make full power
Inspected, found right hand wastegate does
not close properly. Removed right hand
wastegate installed overhauled wastegate,
ran aircraft adjusted to MAP and fuel to
within limits, Ops check good.
Left and Right hand brake master cylinders
low.
Serviced left and right hand brake master
cylinders, Leack check good.
Aircraft at this time is okay for return
to service.

FOR CRS NCLR674G

Date: 2/6/2017 N 836GW Airframe Log w/o 36-08-31

123.7 hobb/TACH 4928.3 TAT

I certify that this aircraft has been inspected in accordance with an annual inspection (using manufacturers approved insp. procedures) and was found to be in an airworthy condition and released for service. Refer to the AD Compliance Report for the current AD listing.

C/W with FAR 91.207(d) ELT visual, and function check.

C/W AD2005-12-12 visual inspection of wing spar cap. No discrepancies noted at this time.

Complied with AD2000-01-16 (b), (c), (d), (e), and (g). Removed left and right engine exhaust system to comply with AD2000-01-16 overhaul Reinstalled L/R Exhaust System after return from O/H

Made sheet metal repairs to Fwd L/H Cargo Door Hold Rod

Heater Hobb 969.7 HH *****

FOR CRS NCLR674G

Made sheet metal repairs to Fwd R/H cargo floor(near heater inlet)

Removed Control Surfaces from A/C for painting.

Prime Paint and Balance I/A/W Cessna M/M.

Reinstalled/Torque Safety OK for Service

A/C completely stripped and painted I/A/W Cessna M/M

Made sheet metal repairs to following

1. L/H Tip Tank rear bulkhead
 2. L/H baggage snubber/fabricate doublers
 3. Nose Baggage slide strut assy
 4. Rudder bottom hinge brackets/repaired dent in L/E Rudder
 5. Rework Center Rudder bearing area Fabricate patches
 6. Fabricate patches/Install R/H engine cowl
- Clean/Strip and treat all exterior panels/surfaces to prepare for paint.
Painted same

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Tightened R/H oil Temp sender cannon plug (loose)

Tightened R/H Tack cannon plug (loose)

All external placards replaced with after painting with new *****

Made sheet metal patch and install by R/H engine lower skin near O/B exhaust pipe-OK for Service

Records indicate FAR91.411 & 413 Due at this time *****

Heater requires O/H at 1000 HH *****

A/C Ok for Service

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Entire:
Techn

(loose)
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 painting with new *****
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 engine lower skin near O/B exhaust pipe-OK
 for Service
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 this time *****
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 A/C Ok for Service

FOR CRS NCLR674G

T/S inop Belly Beacon-Repaired broken wire Op CK OK
 Replaced Owner supplied L/H Fuel Pump C/B with new
 OP CK
 Found R/H Elevator Control Tube End fitting cracked
 P/N 5035005-4 Installed Owner supplied used
 servicable
 unit I/A/W Cessna 402B M/M and reinstall R/H
 Elevator
 Adjusted Rudder pedal cable tensions I/A/W
 M/M/Safety
 Found L/H Alt inop light on during ground run-T/S &
 repaired broken wire OP CK OK
 Adjusted L/R engine Idle speed I/A/W M/M
 Serviced L/R Prop Accumulators pressure I/A/W Cessna
 M/M
 Found L/H engine cowl O/B nose bowl flange broken
 Fabricated and Install doubler
 Found R/H engine cowl I/B nose bowl flange broken
 Fabricated and Install doubler
 Found 300 + mag drop L/H Eng R/H Mag-Removed
 Insp/Clean

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FOR CRS NCLR674G

Mag-reinstall and time to engine-Op CK
 OK
 Adjusted Max F/F on L/H Engine I/A/W M/M
 Op CK OK
 R & R ELT Battery with new Next Due 12/18
 *** Op CK OK
 Final Inspection Complete-A/C released to
 owner for
 Test Flight and Return to Service.

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