

SELLER
TO:

ENGINE TYPE _____

ENGINE NO. _____

POSITION (In Multi-Engine Aircraft) _____

AIRCRAFT TYPE _____

NAT. AND REGN. MARKS _____

DATE FITTED _____



FAA CRS NA3R703L

PH: [REDACTED]

Di

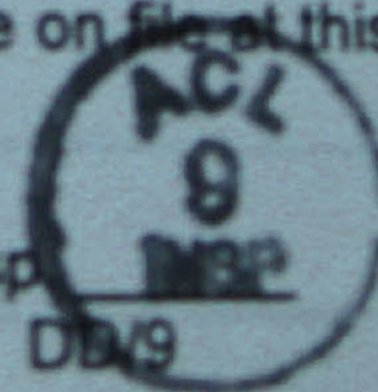
Date: 1/04/2021; Aircraft: N80056; Hobbs: 4.70; Prop 1 Type: McCauley 3AF37C516,
S/N: 011820, Time: 255.70

H_i Accomplished a 100 Hour Inspection on this propeller in accordance with ACL Form 3,
"100/Annual Checklist," which meets FAR 43, Appendix "D." Removed propeller spinner
assembly and inspected spinner and bulkhead. Inspected and dressed propeller.
Reinstalled serviceable propeller spinner assembly. All work done I/AW current
maintenance manual. I certify that this propeller has been inspected in accordance with a
100 Hour Inspection and was determined to be in airworthy condition. See aircraft records
for AD Compliance List. Pertinent details of this Inspection are on file at this repair station
under Work Order No. 22345.

Signe [REDACTED]

Date: Jan. 4, 2021 Insp [REDACTED]

For: Aviation Classics, Ltd. FAA CRS NA3R703L



ENGINE NO. _____ NAT. AND REGN. MARKS _____

POSITION (In Multi-Engined Aircraft) _____ DATE FITTED _____



FAA CRS NA3R703L

Dur _____

Date: 4/02/2018; Aircraft: N80056; Hobbs:; Prop 1 Type: McCauley 3AF37C516, S/N: 011820, Time: 251.00

Left-Accomplished a 100 Hour Inspection on this propeller in accordance with ACL Form 3, "100/Annual Checklist," which meets FAR 43, Appendix "D." Removed propeller spinner assembly and inspected spinner and bulkhead. Removed and reinstalled propeller after reseal and inspection by Stockton Propeller. Reinstalled serviceable propeller spinner assembly. All work done I/A/W current maintenance manual. I certify that this propeller has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. See aircraft records for AD Compliance List. Pertinent details of this Inspection are on file at this repair station under Work Order No. 15781920846.

Signed: _____ Date: April 2, 2018 Insp. _____

For: Aviation Classics, Ltd. FAA CRS NA3R703L



POSITION (In Multi-Engined Aircraft)

(2)

(3)

(4)

tion of Flight

Minutes

Hours

Time Since

Complete Overhaul

1. Approving Civil Aviation Authority/Country:

FAA/United States

- (1) Particulars of all maintenance work done on the propeller.
(2) Particulars of all overhauls, repairs, replacements, modification and mandatory inspections relating to the propeller.

AUTHORIZED RELEASE CERTIFICATE

FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG

3. Form Tracking Number:
P6624

4. Organization Name and Address:

STOCKTON PROPELLER INC. 2478 N. WILCOX RD. STOCKTON, CA. 95215

5. Work Order/Contract/Invoice Number:
P6624

6. Item:

7. Description:

8. Part Number:

9. Quantity:

10. Serial Number:

11. Status/Work:

1

MCCAULEY PROPELLER

3AF37C516 / 90LFB-0

1

011820

REPAIRED

12. Remarks:

BLADE SN'S: VG16001, VG16020, VG16031

PROPELLER RESEAL: DISASSEMBLED, CLEANED AND VISUALLY INSPECTED PARTS. REASSEMBLED WITH NEW SEALS, ADJUSTED AND LUBRICATED. BALANCED, DETAILED AND SAFETIED. DRESSED AND PAINTED BLADES. NO FURTHER INSPECTIONS PERFORMED.

13a. Certifies the items identified above were manufactured in conformity to:

- ☐ Approved design data and are in a condition for safe operation.
☐ Non-approved design data specified in Block 12.

14a. ☒ 14 CFR 43.9 Return to Service

☐ Other regulation specified in Block 12

Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

13b. Authorized Signature:

13c. Approval/Authorization No.:

14b. Authorized Signature:

14c. Approval/Certificate No.:

13d. Name (Typed or Printed):

13e. Date (dd/mm/yyyy):

14d. Name (Typed or Printed):

14e. Date (dd/mm/yyyy):

MIKE O. BELMONT

10/20/2017

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.

Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

FITTED TO:

(1)

Date

Total B/F

Total

PROPELLER
TESTED TO:

ENGINE TYPE _____

AIRCRAFT TYPE _____

E

P



FAA CRS NA3R703L

(1)

Date: 1/13/2021; Aircraft: N80056; Hobbs: 4.70; Prop 2, Type: McCauley 3AF37C516,
S/N: 011822, Time: 255.70

Duration: Accomplished a 100 Hour Inspection on this propeller in accordance with ACL Form 3,
"100/Annual Checklist," which meets FAR 43, Appendix "D." Removed propeller spinner
assembly and inspected spinner and bulkhead. Inspected and dressed propeller.
Hours: Reinstalled serviceable propeller spinner assembly. All work done I/AW current
maintenance manual. I certify that this propeller has been inspected in accordance with a
100 Hour Inspection and was determined to be in airworthy condition. See aircraft records
for AD Compliance List. Pertinent details of this Inspection are on file at this repair station
under Work Order No. 22345.

Signed _____

For: Aviation Classics, Ltd. FAA CRS NA3R703L

Date: Jan. 4, 2021

Insp. _____

DD/9



AIRCRAFT

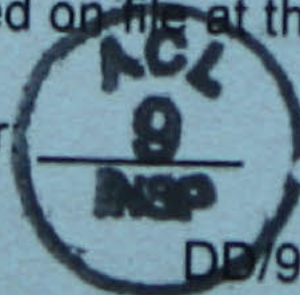


FAA CRS NA3R703L

Date: 1/13/2021; Aircraft: N80056; Type: CESSNA 421B; S/N: 421B-0654; Hobbs: 4.70; Total Time: 3406.60
 Modified canted bulkhead assembly p/n:5213025-21 at F.S.14.35 by removing center area of bulkhead and installing a .090 6061-T6 aluminum doubler on the remaining portion of the canted bulkhead utilizing the original rivet size and spacing. Installed a .090 6061-T6 aluminum panel with two vertical .0625x1 inch extruded aluminum angle stringers. Extruded aluminum angle stringers attached to .090 panel with MS20470-4 rivets and the panel/stringer assembly is attached to the canted bulkhead using MS27039-1 screws. Removed existing lower forward shelf assembly p/n:5213039-7 at F.S. 14.60 to 43.00 and installed a .090 6061-T6 aluminum shelf assembly attached to the existing stringers using MS24694S2 screws. All work done in accordance with AC 43.13-1B and AC 43.13-2B. These alterations approved by McClenahan Engineering, Inc. Document DM2009-1 "Structural Substantiation For A Radar Installation On A Cessna Model 421" dated Dec. 17, 2020. Installed an auxiliary power relay box at STA 165.00 to provide power to the forward baggage compartment and the mid cabin equipment rack. Installed forward baggage compartment auxiliary equipment power wire using M22759/16-01-9 wire from the bus side of the aircraft alternator circuit breaker through a 175 amp current limiter p/n:ANL175 and a relay p/n:STS-A24 to the lower forward shelf assembly at STA 14.60 to 43.00, installed mid cabin auxiliary equipment power wire using M22759/16-10-9 wire from the bus side of the aircraft alternator circuit breaker through a 50 amp current limiter p/n:ANL50 and a relay p/n:STS-A24 to the equipment rack at STA 176.5. Relays activated by switches p/n:7101SH3ZQE mounted in the instrument panel. Installed two Comant CI-420-200 antennas. Removed a King KT76A transponder s/n:35946 and installed a Garmin GTX 345 transponder p/n:011-03302-01, s/n:3EG040684, in accordance with Garmin GTX 3XX Installation Manual 190-00734-10, Rev.14, dated Dec. 31, 2019, and a Trans-Cal Industries SSD120-30N blind encoder, s/n:N26934, in accordance with Trans-Cal Document Number:882188, Rev.D, dated April 14, 2015. The installed ADS-B OUT system was shown to meet the performance requirements of 14 CFR part 91.227. Pertinent details of work accomplished on file at this Agency.

Sig [Redacted]
 Work Order #21887
 for AVIATION CLASSICS Ltd. FAA CRS: NA3R703L

Inspector



DB/9

Date

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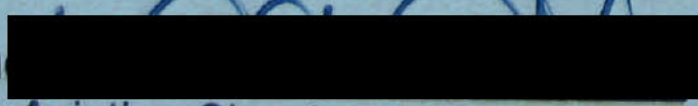
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overhaul, rep



FAA CRS NA3R703L

Date: 1/04/2021; Aircraft: N80056; Type: CESSNA 421B; S/N: 421B-0654; Hobbs: 4.70; Total Time: 3406.60

Accomplished an Annual Inspection on this airframe in accordance with ACL Form 3, "100/Annual Checklist," which meets FAR 43, Appendix "D." - Checked battery. Checked exterior and interior lights. Checked stall warning and electrical systems. Removed existing Prestolite 24volt 100amp alternators p/n:ALV-9510R, s/n: right:B032375, left:4072042, from the left and ight engines and installed new PlanePower 24volt 150amp alternators p/n:C28-150, s/n: right:H-U090655, left:H-U090652, on the left and right engines with overhauled alternator drive hubs p/n:646655-OH, s/n:QAA066901 and QAA066904. Removed existing rotary switch from panel and installed rotary switch p/n:PA-2003. Removed existing amp/volt gauge and installed amp/volt gauge p/n:5118486-8. Removed and replaced Prop Sync circuit breaker, p/n:7277-2-7 1/2. Checked and lubed flight controls, hinges, cables, pulleys, bellcranks, and rod ends, using LPS-2 Lube. Removed and disassembled left and right main wheel assemblies. Cleaned, inspected and painted wheel halves. Reassembled wheel assemblies with new 6.5x10 8pr Goodyear Flight Custom III tires p/n:650C86-3, s/n:02190261 & 02190271, innertubes p/n:302039402 and brake discs p/n:164-20306. Packed left and right main wheel bearings using Mobile SHC100 grease. Reinstalled left and right main wheel assemblies on aircraft. Reinstalled serviceable left and right main wheel assemblies. Removed nose wheel assembly. Checked tire and rim. Packed nose wheel bearings using Mobile SHC100 grease. Reinstalled nose wheel assembly. Greased landing gear using Aeroshell No.5 Grease. Checked landing gear operation, normal and emergency. Removed existing left and right wing deice boots and installed new deice boot p/n:SMR2074-1-2, s/n:1039, on the right wing and deice boot p/n:23S2074-1-1, s/n:NFG6190, on the left wing. Removed and replaced air scoop to canister assembly duct p/n:CM3211-20B15-0. Removed left fuel selector from wing. Disassembled, inspected and reassembled fuel selector using new shaft "O"ring seal p/n:29513-113, and bowl "O"ring p/n:29513-043. Reinstalled left fuel selector in wing. Removed existing right fuel selector and installed overhauled fuel selector p/n:2680234M1-13, s/n:346. Complied with AD 2000-01-16, (b) by visual inspection of exhaust system, next inspection due 54.7 Hobbs time or Jan. 2022, whichever comes last, (d) by visual inspection of engine beams, firewalls and canted bulkheads, next inspection due 104.7 Hobbs time, (e) by visual inspection and pressure test of exhaust system slip joints and aft, next inspection due Jan. 2022. Complied with AD 2016-17-08, (f), (2), "Elevator Trim Tab Assembly Parts Attachment", by visual inspection, next inspection due 114.7 Hobbs time or Jan. 2022, whichever comes first. Complied with AD 2017-06-03 "Combustion Heater Deterioration and Fire Hazard", (f), (1), by visual inspection I/A/W Stewart Warner manual and pressure decay test I/A/W Meggitt Insp. Procedure IP-347, next inspection and decay test due at 250 hr. heater hobbs or Jan. 2023. Complied with AD 2007-05-15, (b), (c), (e) "To prevent failure of the starter adapter assembly and or crankshaft gear", by visual inspection and pressure check, (b) next inspection due Hobbs:54.7 or Feb. 11, 2021, whichever comes first, (c) due Jan. 2021, (e) due Jan. 2021. ACK E-01 ELT, s/n:25932, removed from aircraft and inspected in the avionics shop in accordance with FAR 91.207(D) and was determined to be in airworthy condition. ELT batteries and remote switch battery expire:March 2024. Armed and reinstalled ELT in aircraft. Pilot's, co-pilot's altimeters, & single static system tested to 35,000 ft. in accordance with Appendix E of Part 43, as required by FAR 91.411. Transponder tested to comply with Appendix F of Part 43, FAR 91.413. I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition. See aircraft records for AD Compliance List. Pertinent details of this Inspection are on file at this repair station under Work Order No.

Sign  Date: Jan. 4, 2021
For: Aviation Classics, Ltd. FAA CRS NA3R703L

Insp.

DD/9





FAA CRS NA3R703L

Date: 4/02/2018; Aircraft: N80056; Type: CESSNA 421B; S/N: 421B-0654; Hobbs Total Time: 3401.90

15) Complied with AD 2000-01-16, (b), (c), (d), (e), "Detect and correct cracks and corrosion in the exhaust system" by visual and pressure check, next inspection due; (b) every 30 days or 50 hr., whichever comes first, (c) 12 mo., (d) 500 hr., (e) 12 mo., (g) due Dec. 2025.

16) Complied with AD 2007-05-15 "Starter adapter backlash inspection" I/A/W part 2 and part 3 of TCM MSB94-4 Rev. G, results are as follows: left engine .030, .038, .035, .040, right engine .045, .040, .040, .040. Removed starter adapter assemblies from left and right engines. Removed needle bearings and installed new bushings p/n:654472 in accordance with para.f. Reinstalled starter adapters. Next inspection due; part 2 of TCM MSB94-4 Rev. G every 100 hr. or annual inspection, whichever comes first; part 3 of TCM MSB94-4 Rev. G every 400 hr.

17) Complied with AD 2016-17-08 "Elevator Trim Tab Assembly Parts Attachment..." by replacement of elevator trim tab push-pull tube attachment hardware in accordance with paragraph (f)(1).

18) Complied with Cessna MEB09-2 "main landing Gear Torque Tube Inspection"

19) Replaced compass diaphragm p/n:C21-100.

20) Reinstalled a Garmin GNS 530W p/n:011-01064-00, s/n:23822341, after WAAS upgrade.

21) Removed a GA 56 GPS antenna p/n:011-00134-00, s/n:59058319, and installed a GA 35 WAAS antenna p/n: 013-00235-00, s/n:58504, in accordance with STC Installation Manual 190-00569-00, Rev.F, dated August 31, 2007.

22) Removed floor in baggage compartment and mounted a Chelton antenna p/n:16-1P3 s/n:15867, in front of nose gear. Reinstalled baggage compartment floor. Installed mounting plate and a KTR 909B p/n:064-01076-0101, s/n:KTR909B-2809 on the floor in forward baggage comp

23) Installed an ACK E-01 ELT, s/n:25932, in accordance with ACK Installation Manual. ELT was inspected in the avionics shop in accordance with FAR 91.207(D) and was determined to be in airworthy condition. ELT batteries and remote switch battery expire: March 2024.

24) Pilot's & Co-Pilot's Altimeters, & Single Static System tested to 35,000 ft. in accordance with Appendix E of Part 43, as required by FAR 91.411. No. 1 & No.2 Transponders tested to comply with Appendix F of Part 43, FAR 91.413.

I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition. See aircraft records for AD Compliance List. Pertinent details of this inspection are on file at this repair station under Work Order No.

Signe

Date: April 2, 2018 Insp.



Date: 4/02/2018; Aircraft: N80056; Type: CESSNA 421B; S/N: 421B-0654; Hobbs Total Time: 3401.90

- 1) Opened access panels in left and right wings, removed auxiliary fuel quantity sender units, fuel tank inner-connects and auxiliary fuel tanks. Installed new auxiliary fuel tanks p/n:5026102-3E, 5026102-7E, and 5026102-9E in the left wing and p/n:5026102-4, 5026102-8, and 5026102-10 in the right wing. Reinstalled fuel tank inner-connects and auxiliary fuel quantity sender units. Removed and replaced both nacelle fuel tanks p/n:9910027-1 and 9910027-2 and drains p/n:50BSH9. Disassembled fuel caps, replaced shaft seals p/n:MS29513-010 and reassembled fuel caps. Replaced fuel cap "O" rings p/n:MS29513-232. Removed existing right nacelle fuel tank transfer pump p/n:4140-00-153, s/n:9136, and installed overhauled transfer pump p/n:8150BOH, s/n:201456. Installed a used, serviceable, left nacelle tank transfer pump pressure switch p/n:9910058-1, s/n:8894. Opened inspection panels along leading edge of left wing, removed Adel clamps as necessary, removed check valve and removed fuel line from tip tank to wing root at engine nacelle. Installed new 5052-0 3/8" aluminum fuel line from tip tank to wing root at engine nacelle. Removed left wing panels as required to gain access to fuel valves. Removed fuel cross-feed line and disassembled cross-feed drain "T" fitting. Replaced "T" fitting and reassembled with new "O" rings p/n:MS29512-08. Replaced cross-feed line with new 1/2" 5052-0 aluminum tubing.
- 2) Checked and lubed flight controls, hinges, cables, pulleys, bellcranks, and rod ends, using LPS-2 Lube. Removed rudder from aircraft. Removed and replaced rudder bearings p/n:MS24462-4. Removed rudder beacon top cap, rudder top leading edge, rudder trim tab, trim tab control rod, rudder control bellcrank, and bellcrank bearing plates. Cleaned, prepped and painted rudder and all associated parts. Reinstalled rudder beacon top cap, rudder top leading edge, rudder trim tab, trim tab control rod, rudder control bellcrank, and bellcrank bearing plates. Checked rudder assembly balance. Removed existing rudder trim actuator and installed used, serviceable, rudder trim actuator p/n:5115207-1. Reinstalled rudder on aircraft. Touched up deice boot edges with Goodrich A-56-BR-1 de-icer cement.
- 3) Removed left and right main wheels. Checked tires, rims, brake pads and discs. Packed left and right main wheel bearings using Mobile SHC100 grease. Removed left and right brake calipers, disassembled and cleaned brake calipers. Reassembled brake calipers with new p/n:MS28775-132 "O" rings and reinstalled on aircraft. Reinstalled serviceable left and right main wheel assemblies. Removed and replaced all brake pads p/n:066-06600. Replaced pilots brake master cylinders "O" rings p/n:MS28775-112. Serviced brakes with Royco 756 hydraulic fluid. Removed nose wheel assembly. Checked tire and rim. Packed nose wheel bearings using Mobile SHC100 grease. Reinstalled nose wheel assembly. Greased nose landing gear using Aeroshell No.5 Grease. Removed shimmy dampener. Serviced shimmy dampener with Royco 756 hydraulic fluid. Reinstalled shimmy dampener with new locking hardware. Checked landing gear operation, normal and emergency.
- 4) Removed and replaced cabin heater circuit breaker p/n:W31-X2M1G-15.
- 5) Installed aircraft Hobbs meter p/n:15000 in the factory supplied location, Hobbs time:0.0, aircraft total time:3401.9, and installed heater Hobbs meter p/n:15000 in the forward baggage compartment
- 6) Installed new knob p/n:CPN1167 on left alternate air door control. Cleaned and lubed alternate air door control cables.
- 7) Replaced forward engine mounts p/n:J9613-54 on both engines, installed new lock tab washers on bolts and torqued bolts to 300 inch lbs per manual.
- 8) Removed existing foul weather window from pilot's window and installed an LP Aeroplastics foul weather window p/n:LP-1154 CL.
- 9) Removed existing lower cabin door forward cable and installed new 1/8" 7x19 stainless steel cable on lower cabin door.
- 10) Removed cabin entry door strut. Replaced rivets and clip on strut and reinstalled. Installed stainless steel trim plates on cabin steps.
- 11) Removed right cabin pressurization dump valve, replaced "O" ring p/n:MS28775-226 and reinstalled cabin pressurization dump valve. Replaced rear bulkhead rudder cable pressurization seals p/n:S11K4R.
- 12) Installed new Gill G246 battery, s/n:G03008464. Checked exterior and interior lights. Checked stall warning and electrical systems.
- 13) Adjusted both TIT indicators so 1500F indicates on second big tick mark and 1700F indicates almost to fourth big tick mark which puts 1650F to middle of indicator. Removed existing left engine EGT gauge and installed a used serviceable EGT gauge.
- 14) Removed and reinstalled oxygen bottle after hydrostatic test by ABC Fire And Cylinder Service. Next hydrostatic test due Oct. 2022.

Continued next page

ALTITUDE CALIBRATION ERROR

STD. ALT. FT. X 1000	ACTUAL ALTIMETER ERROR	STD. ALT. FT. X 1000	ACTUAL ALTIMETER ERROR
-1	-995	16	+25
0	0	18	+25
5	0	20	+20
1	-5	22	+10
1.5	-5	25	+15
2	-10	30	+10
3	-10	35	+75
4	-5	40	
6	-5	45	
8	-5	50	
10	-5	55	
12	0	70	
14	0	80	

S/N: B4052 DATE: 4/19/12

W/O #: 26527

Inspector: [Redacted]



DFW Instrument Corp.

FAA CRS NA3R703L

2011; Aircraft: N80056; Type: CESSNA 421B; S/N: 421B-0654; Total Time:

right main fuel tank, aft tip, fuel filler adaptor plate, & rear access plate. Removed, reinstalled 2ea. dome nutplates, and sealed using Flamemaster sealant. fuel filler adaptor plate, & rear access plate using new gasket pn.0823400-175, 3400-62. Reinstalled right main fuel tank, aft tip. Added fuel to right main fuel tanks noted. Removed access panels in forward baggage compartment to FOM. Inspected control cables for condition & security. No defects noted. Reinstalled panels in forward baggage compartment. Pertinent details of work accomplished on file at this Agency.

2011 Work Order #17199
AVIATION CLASSICS Ltd. FAA CRS: NA3R703L



NA3R703L

ft: N80056, Type: Cessna 421B, S/N: 421B-0654, Total Time: 3,599.4

Former supplied panel mounted Garmin model GNS-530 Certified VHF Communication Transceiver system pn.011-00550-10, sn.78400932, mounted in the center radio stack location provided by and in accordance with Garmin Installation Manual, pn.190-00181-02, Rev. T, dated June 2010.

May 9, 2012, for details. Removed No.1 transponder and routed to ACL Avionics shop for bench tested normal. Reinstalled serviceable transponder in the No.1 position. Operational existing radios and avionics equipment from center instrument panel to FOM. Removed existing fabricated new center instrument panel using 2024T3 .125 aluminum. Applied primer paint. Installed new center instrument panel. Reinstalled previously removed radios and avionics

Garmin GMA 340 pn.011-00401-10, sn.96291890, in accordance with GMA 340 Installation Manual, pn.190-00149-01, Rev. L, dated 9 January 2004. Removed pilot's altimeter pn.22-374-A031, sn.67H3921, and routed to DFW Instruments Corp. CRS No.DZMR112L, for recertification on Work Order No.26526, P.O. No.0113694. Reinstalled serviceable pilot's altimeter pn.22-374-A031, sn.67H3921. Performed static leak check. No leaks noted. Removed copilot's altimeter pn.5934A-A70, sn.B4052, and routed to DFW Instruments Corp. CRS No.DZMR112L, for recertification on Work Order No.26527, P.O. No.0113694. Reinstalled serviceable copilot's altimeter pn.5934A-A70, sn.B4052. Performed static leak check. No leaks noted. Replaced memory battery Garmin pn.360-00009-00, in Garmin GNS530. Bench checked normal. Removed left wing baggage door lock assembly and inspected. Lock is worn but serviceable. Rotated lock 180 degrees and reinstalled. Operational check normal. Manufactured new section of baggage floor using 2024T3 .050 aluminum. Installed additional nutplates. Cut in two sections and installed using new hardware. EGT gauge has broken glass. Removed Alcor EGT gauge sn.74524, and exchanged with serial number 154321. Removed Alcor EGT gauge sn.74524. Installed Alcor EGT gauge sn.154321. Operational checked normal. Repaired baggage door support slide and bracket. Pilot's static system tested to **35,000' ft.** in accordance with Appendix E of Part 43, as required by **FAR 91.411**. Copilot's static system tested to **35,000' ft.** in accordance with Appendix E of Part 43, as required by **FAR 91.411**. Transponder tested to comply with Appendix F of Part 43, **FAR 91.413**. Pertinent details of **work accomplished on file at this Agency.**

Signed [Redacted] Inspector: [Redacted]
Work Order #17242
for AVIATION CLASSICS Ltd. RS/8
FAA CRS: NA3R703L



- (1) Particulars of all maintenance work done
- (2) Particulars of all overhauls, repairs, or replacements
- (3) Particulars of any defects occurring in the Technic
- (4) Certificate that in carry out in overha

Total Carried Forward

Aircraft Type.....
Registration.....

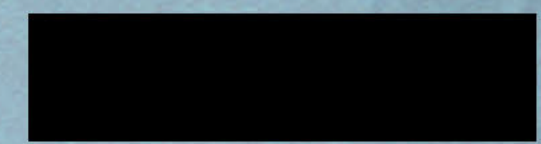
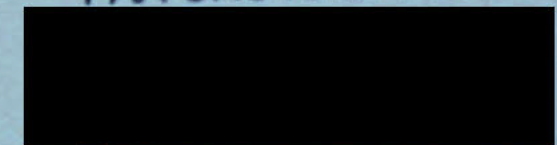
Nationality.....
Position.....

(1)
Date

(2)
Number
of
Flights



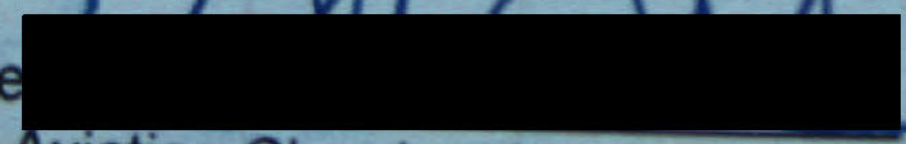
FAA CRS NA3R703L



Total
Brought Forward

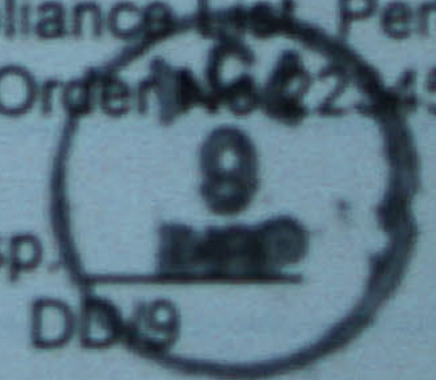
Date: 1/04/2021; Aircraft: N80056; Hobbs: 4.70; Work performed on Engine # 2; Engine 2, Type: TCM GTSIO-520-H6, S/N: 267248-R, Time: 1097.25
RIGHT: Accomplished a 100 Hour Inspection on this engine in accordance with ACL Form 3, "100/Annual Checklist," which meets FAR 43, Appendix "D." - Drained engine oil. Removed oil filter and installed new CH48111-1 oil filter. Serviced engine with 11 qts of Aeroshell 15W-50 oil. Completed compression check: CYL #1:68, #2:70, #3:70, #4:70, #5:72, #6:70, @ 80 psi. Removed, cleaned, inspected and re-installed serviceable induction air filter. Checked induction and exhaust systems. Removed, cleaned, checked, rotated, and reinstalled 12 ea. serviceable spark plugs using 12 ea. new gaskets p/n:M674. Removed and reinstalled magnetos after 500 hr inspection and repair by Aircraft Electrical Components, Right mag:S6LN-1205, s/n:1069116FR; Left mag:S6LN-1201, s/n:C209223FR. Removed existing Prestolite 24volt 100amp alternators p/n:ALV-9510R, s/n: B032375 and installed new PlanePower 24volt 150amp alternators p/n:C28-150, s/n:H-U090655, with overhauled alternator drive hubs p/n:646655-OH, s/n:QAA066901. Removed and replaced air scoop to canister assembly duct p/n:CM3211-20B15-0. All work done I/A/W current maintenance manual. I certify that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. See aircraft records for AD Compliance List. Pertinent details of this Inspection are on file at this repair station under Work Order No. 22345.

Signature



Date: Jan. 4, 2021

Insp.



For: Aviation Classics, Ltd. FAA CRS NA3R703L

- (1) Particulars of all maintenance work done on the engine.
 (2) Particulars of all overhauls, repairs, replacements, modifications and mandatory inspections relating to the engine or any of its accessories.
 (3) Particulars of any defects occurring in the engine, and of the rectification of such defects, including a reference to the relevant entries in the technical log.
 (4) Certificate that in carrying out the overhaul, repairs, etc. all mandatory requirements applicable thereto have been complied with.

FAA CRS NA3R703L



Date: 6/20/2012; Aircraft: N80056; Type: CESSNA 421B; S/N: 421B-0654; Work performed on Engine # 2; Engine 1 Type: TCM GTSIO-520-H5B, S/N: 267406-R, Time: Last MOH: 326.70- /; Engine 2, Type: TCM GTSIO-520-H6, S/N: 267248-R, Time: 1292.80

Removed right engine cowling. Adjusted fuel pressure using aircraft gauge. Adjusted aux fuel pump resistors to regulate fuel pressure output to below 6 psi. Performed engine ground run-up. Operational checked normal. No leaks noted. Recowled the right engine. Pertinent details of work accomplished on file at this Agency.

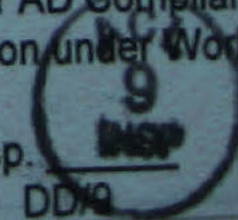
Signed _____ Inspector
 Work Order #17481 RS/8
 for AVIATION CLASSICS Ltd. FAA CRS: NA3R703L



FAA CRS NA3R703L

Date: 4/02/2018; Aircraft: N80056; Hobbs:; Work performed on Engine # 2; Engine 2, Type: TCM GTSIO-520-H6, S/N: 267248-R, Time: 1092.55
 Right-Accomplished a 100 Hour Inspection on this engine in accordance with ACL Form 3, "100/Annual Checklist," which meets FAR 43, Appendix "D." - Removed oil filter and installed new CH48111-1 oil filter, checked filter for contamination. Serviced engine with 2 qts of Aeroshell 15w50 oil. Completed compression check: CYL #1:72, #2:72, #3:72, #4:72, #5:64, #6:64, @ 80 psi. Checked and cleaned air filter. Checked induction and exhaust systems. Removed, cleaned, checked, rotated, and reinstalled 12 ea. serviceable spark plugs using 12 ea. new gaskets p/n:M674. Checked magneto timing. Removed and replaced all valve cover gaskets on the left and right engines with p/n:RG-632459 gaskets. Removed right engine driven fuel pump, replaced fuel pump drive shaft seal p/n:628178, reinstalled fuel pump using new gasket p/n:649957 and upper deck air seals p/n:633958-3. Removed and replaced crankshaft seal p/n:641250. Removed prop governor. Removed left front engine baffle and removed broken cylinder baffle. Removed and replaced damaged bracket. Reinstalled baffling. Reinstalled prop governor using a new gasket p/n:MS9144. All work done I/A/W current maintenance manual. I certify that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. See aircraft records for AD Compliance List. Pertinent details of this Inspection are on file at this repair station under Work Order

Signed _____ April 2, 2018 Insp.
 For: Aviation Classics, Ltd. FAA CRS NA3R703L



Registration

Nationality

Position



FAA CRS NA3R703L

Date: 1/04/2021; Aircraft: N80056; Type: CESSNA 421B; Hobbs: 4.70; Work performed on Engine # 1; Engine 1 Type: TCM GTSIO-520-H5B, S/N: 267406-R, Time: 531.40

LEFT: Accomplished a 100 Hour Inspection on this engine in accordance with ACL Form 3, "100/Annual Checklist," which meets FAR 43, Appendix "D." - Drained engine oil. Removed oil filter and installed new CH48111-1 oil filter. Serviced engine with 11 qts of Aeroshell 15W-50 oil. Completed compression check: CYL #1:78, #2:78, #3:78, #4:78, #5:78, #6:78, @ 80 psi. Removed, cleaned, inspected and re-installed serviceable induction air filter. Checked induction and exhaust systems. Removed, cleaned, checked, rotated, and reinstalled 12 ea. serviceable spark plugs using 12ea. new gaskets p/n:M674. Removed and reinstalled magnetos after 500 hr inspection and repair by Aircraft Electrical Components, Right mag:S6LN-1205, s/n:1039632F; Left mag:S6LN-1201, s/n:1239603F. Removed existing oil sump from the left engine and installed an overhauled oil sump p/n:633448O/H. Removed existing Prestolite 24volt 100amp alternators p/n:ALV-9510R, s/n:4072042 and installed new PlanePower 24volt 150amp alternators p/n:C28-150, s/n:H-U090652, with overhauled alternator drive hubs p/n:646655-OH, s/n:QAA066904. Removed valve covers, rocker arms, pushrods and pushrod tubes. Removed and replaced all intake valve lifters p/n:658088 and exhaust valve lifters p/n:658077, Reinstalled pushrod tubes using new seals p/n:534610. Reinstalled pushrods, rocker arms and valve covers. All work done I/AW current maintenance manual. I certify that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. See aircraft records for AD Compliance List. Pertinent details of this Inspection are on file at this repair station under Work Order No.

Signature: [Redacted] Date: Jan. 4, 2021 Insp. [Redacted]
For: Aviation Classics, Ltd. FAA CRS NA3R703L [Redacted]

DD/9



FAA CRS NA3R703L

Date: 6/20/2012; Aircraft: N80056; Type: CESSNA 421B; S/N: 421B-0654; Work performed on Engine # 1; Engine 1 Type: TCM GTSIO-520-H5B, S/N: 267406-R, Time: Last MOH: 326.70- / ; Engine 2, Type: TCM GTSIO-520-H6, S/N: 267248-R, Time: 1292.80

Removed left engine cowling. Adjusted fuel pressure using aircraft gauge. Adjusted aux fuel pump resistors to regulate fuel pressure output to below 6 psi. Removed existing fuel pressure regulator, pn.642100-1A1, sn. 640305, from left engine. Installed overhauled fuel pressure regulator pn.642100-1A1, sn.019060, on left engine. Performed engine ground run-up. Operational checked normal. No leaks noted. Recowled left engine. Pertinent details of work accomplished on file at this Agency.

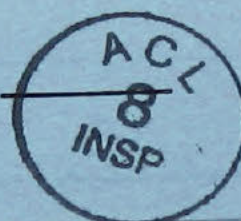
Signed: [REDACTED]

Work Order #17481

for AVIATION CLASSICS Ltd.

FAA CRS: NA3R703L

Inspector:



FAA CRS NA3R703L

Date: 4/02/2018; Aircraft: N80056; Hobbs:; Work performed on Engine # 1; Engine 1 Type: TCM GTSIO-520-H5B, S/N: 267406-R, Time: 526.70
Left-Accomplished a 100 Hour Inspection on this engine in accordance with ACL Form 3, "100/Annual Checklist," which meets FAR 43, Appendix "D." - Removed oil filter and installed new CH48111-1 oil filter, checked filter for contamination. Serviced engine with 2 qts of Aeroshell 15w50 oil. Removed and replaced left engine oil cap gasket p/n:535823. Completed compression check: CYL #1:74, #2:78, #3:76, #4:74, #5:76, #6:74, @ 80 psi. Checked and cleaned air filter. Checked induction and exhaust systems. Removed oil fitting from turbo waste gate and replaced packing p/n:MS29512-06. Removed, cleaned, checked, rotated, and reinstalled 12 ea. serviceable spark plugs using 12 ea. new gaskets p/n:M674. Checked magneto timing. Removed and replaced all valve cover gaskets with p/n:RG-632459 gaskets. Removed and reinstalled oil pump p/n:632623A26 after rebuild by Ly-Con Rebuilding Co.. Removed broken stud for oil pump and installed new stud p/n:402161. All work done I/AW current maintenance manual. I certify that this engine has been inspected in accordance with a 100 Hour Inspection and was determined to be in airworthy condition. See aircraft records for AD Compliance List. Pertinent details of this Inspection are on file at this repair station under Work Order No. 19180/20846.

Signed: [REDACTED]

April 2, 2018 Insp.

DD/9

relating to the engine or any of its accessories, including a reference to the relevant entries in the technical log, able thereto have been complied with.

LEFT ENGINE
LOG BOOK ENTRY

N80056

GTSIO-520-H5B

C/N 267406-R

Following reports of loss of manifold pressure during flight, engine cowls removed for access. Loss of manifold pressure found to be due to fracture of #6 cylinder inlet pipe at cylinder inlet port. Pipe fracture due to partial detachment of #6 cylinder from crankcase at top face. 11 o'clock thru-bolt stud sheared. All other #6 cylinder top nuts found loose allowing cylinder to move away from crankcase. Cylinder removed to assess extent of damage. #6 cylinder inlet pushrod shroud found bent. Inlet pushrod found fretted against shroud. 7th stud plate found broken in two along with 7th stud nut in lower cowling. Cylinder and piston assembly inspected for damage or distortion – none noted. Crankcase inspected for damage and distortion – none noted. All other cylinders check-torqued - #5 cylinder base nuts found un-torqued. #5 cylinder base nuts torqued in correct order. New thru-bolt stud *part # 641931-10.75* installed with new 'O' rings. #6 Cylinder refitted with new base seal 'O' ring and new nuts *part # 652541 & 652422*. All nuts torqued in correct order. New 7th stud plate *part # 646297* installed and 7th stud nut correctly torqued. New inlet pipe *part # 633728* fitted with new gasket. New pushrod shroud *part # AEC 632485* and original spring fitted with new cylinder head and crankcase seals. New pushrod *part # 652451-7* installed. Rocker arm assemblies refitted, torque and tab-washed. Rocker covers installed with new gaskets *part # 655705*. Gasket set used *part # 646565A1*.

All work carried out in accordance with TCM GTSIO-520 Series Overhaul Manual *part # X30045A Revision March 1981 Chapter 12-7 and Table 2 tightening torques*.

Signed

A&P#:

Date.....21/06/2011.....