

N880 JF

Airframe Log #5

THE **adlog**TM

AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

CADIC SN# 421C 0489
5-18 thru

**AIRFRAME
MAINTENANCE
RECORDS**

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME
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OCT 01 2022

4873.6 286.6

1 Oct 2022

N880JS., C421C., sn# 421C0489., flt Hobbs: 286.6., acft TT: 4873.6 Hrs
Total Landings: (computed at 1 per hr) : 4874

- Removed main and nose landing gears from aircraft to facilitate landing gear and airframe structure inspection, re-installed, rigged and tested landing gear, following inspection and repair as required.
reason for removal was MEB 85-11 (no previous compliance)
- complied with inspection of main gear forward trunion supports per MEB 85-11 (rev# 4) note: this inspection recommended initially at reaching 1600 hrs/ldgs TT., and thereafter at each 400 hrs/landings (if no cracks found) until modified per MSB 85-11 with SK's
 - (A) L/H main gear forward trunion support; found one (1) crack in web .10" in length (through web),, see details in "Instructions for Continued Airworthiness" (front) section of logs binder
 - (B) Reinspection required each 50 landings per MEB 85-11 until mod per MEB or if crack reaches .35" in length (no further flight)
 - (C) R/H main gear forward trunion support: no cracks/ defects noted.
- Nose gear mounting structure and gear assy thoroughly inspected and no defects noted. stripped paint and NDT inspected NLG drag brace assy for cracks (no defects found)
- During MLG inspection found SK421-93E PCW (installed) on both left and right main gear assemblies.
- AD#90-02-13 is no longer applicable or repetitive.. both main gear strut assy's now incorporate pn# 5141109 inner bearings
Both disassembled inspected per MEB# 88-7 and pn# 5141109 bearings installed, both struts re-sealed re-installed and re-serviced.
(see AD section of log)
- Replaced both (left and right) brake discs with new Rapco # RA164-20306 disc's, installed all new pn# RA066-06600 linings installed one shim in each (left and right) brake assy. (shim # 068-03100)
- complied with AD# 04-21-05 (combustion heater inspect) Heater model# B4050., pn# 02E17-1., sn# 10771388 (heater hobbs reads: 22.0 hrs., performed presure decay test and combustion pressure switch test (pressure switch pn# B42D36), no defects., (see AD section of log)
- AD# 00-01-16 (exhaust system inspections),, para D & G not due at this time, para F is N/A (no multi segment clamps installed),, complied with para B, C & E, no defects noted, re-installed tail pipes with new clamps @ turbo & waste gate "Y" , and slip joints with new spring kits., (see AD section of log)
- AD# 07-05-15 (TCM starter drive assy, inspect),, performed inspection of L/H and R/H starter drive adapter assy per MSB 94-4G (part 2 / ea 100 hrs),,backlashes recorded and no defects noted., : note the 400 hour repetitive inspection requirement per part 3 was not due at this time (first due @ 4983. acft TT).. (see AD section of log)
- AD# 16-17-08 (elevator trim tab hardware inspect/replace),, complied with per MEB 27-02 , new hardware installed this inspection cycle, insp no defects noted., (see AD section of log)
- Installed new orings and seals in L/H & R/H fuel caps
- rebuilt (installed new parts) in cabin entry door latch/ handle

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Removed A/H Fire Bottle Assy, P/N# 3011102-1 Sn# 0093A1 (Failed Sensor)
 Installed P/N# 3011102-1 Sn# 1123 (OHC 6/21) w/new sensor 6/21
 Next Hydrov Due: 10-22, Stanb Repl Due: 6-3

13. repaired inoperative windshield anti-ice system, fabricated and installed new #4 tube in R/H nacelle aft (at alcohol pump) sericed and tested
14. Calibrated fuel gages per maint manual, defueled aircraft and set left and right compensators (empty adj) to gage reading zero, topped off and set compensators (full adj) to full, checked linear scale ok (+)(-) 10 lbs
15. complied with SAIB# CE-13-27R1 (flap control system, flap extend cables) (frayed and tension ck)
 flap cables insp ok,
 tensions ck @ 80 deg F
 (a) flaps up
 (i) L/H extend cable @ 300 lbs
 (ii) R/H extend cable @ 300 lbs
 (iii) L & R retract cables @ slack
 (b) flaps down
 (i) L/H retract cable @ 65 lbs
 (ii) R/H retract cable @ 75 lbs
 (iii) L/H extend cable @ 65 lbs
 (iv) R/H extend cable @ 60 lbs
 (c) flaps extend and retract (to stops) accomplished with APU power applied.
 (i) flap extend time; 11 sec
 (ii) flap retract time; 11 sec
16. Installed new pn# 1523296-2 (aero controls) blower assy in L/H evap position (under pilots seat) Kleth electric A/C system.
17. installed new TIT probe L/H engine inboard side.
18. repaired defective #4 CHT probe L/H engine.
19. repaired numerous static system leaks in pressure vessel, fabricated and installed new static system #4 tubes in aft presure vessel.
20. repaired numerous pressure vessel minor leaks
21. Calibrated Left and Right engines fuel injection systems per SIL 97-3F
22. Airworthiness Directives complied thru issue #22-20 see A.D. section of logs entries dated 1 Oct 22 for specific details

I certify that this C421C AIRCRAFT
 Sn# 421C0489 has been inspected in accordance
 with the requirements of CFR14 part 43 appx "d". For
 compliance with A NDR & Annual Inspection,
 determined to be in an airworthy condition and
 approved for return to service.

Tach or Hobbs: 286.6 TT: 4873.6 TSO N/P
 Airworthiness directives complied thru issue 22-20
 on this date OCT 01 2022

AirCraftsmen of Ga
 2822 Orchard Circle
 Watkinsville, Ga 30677

AirCraftsmen
 WO# 81122
 Bobby Swink
 A&P/IA

OCT 01 2022

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END