

Service and Maintenance Record

10/1/12 TACH: 3666.9 TSOH: ~~323.9~~ 407.6

This engine was inspected in conjunction with the annual inspection. The compression was as follows: #1 - 66 #2 - 75 #3 - 75 #4 - 68 #5 - 64 #6 - 75. The plugs were cleaned, gapped and re-installed. The oil and filter was changed using Aeroshell 15/50 oil. I certify this engine has been inspected in accordance with a condition inspection and was found to be airworthy.

Robert S. Holm

11/21/13 TACH: 3675 TSOH: ~~332.4~~ 5.7

This engine was inspected in conjunction with the annual inspection. The compression was as follows: #1 - 64 #2 - 60 #3 - 60 #4 - 60 #5 - 60 #6 - 63. The plugs were cleaned and gapped, the oil was changed using Phillips 20/50 XC oil and no metal was found in the filter. The heat exchanger was pressurized and checked for leaks - none noted. I certify this engine was inspected in accordance with an annual inspection and was found to be airworthy.

Rob

11/7/14 TACH: 3702.9 TSOH: ~~359.4~~ 443.6

This engine was inspected in conjunction with the 100 hr. inspection. The compression was as follows: #1 - 78 #2 - 76 #3 - 78 #4 - 78 #5 - 76 #6 - 77. The plugs were cleaned and gapped, the oil was changed using Phillips 20/50 XC and no metal was found in the filter. I certify this engine was inspected in accordance with a 100 hr. inspection and was found to be airworthy.

Robert S. Holm

12/17/15 TACH: 3731.7 TSOH: 472.4

This engine was inspected in conjunction with an annual inspection. The plugs were checked for gap. The compression was as follows: #1 - 65 #2 - 65 #3 - 68 #4 - 65 #5 - 65 #6 - 70. The oil was changed using Phillips 20/50 XC oil and no metal was found in the filter. The magnetos were removed and inspected per the 500 hr. manufacturers inspection criteria. No defects were noted. I certify this engine was inspected in accordance with an annual inspection and was found to be airworthy.

Robert S. Holm

ENGINE MODEL:
TSIO520R9
ENGINE S/N: 294278-R
REG. NO: N6330N
WORK ORDER:
19547-10-2016

Western Aviation

Repair Station No. GG8R560N
PO Box 11835
Spokane, WA 99212
Phone: 509 534-7371

DATE: 11/17/2016
A/C TSN: 3767.2
ENG TT: 424.2
TACH: 3767.2

Engine Entries

Inspected Engine using guidance from Far Part 43 appendix D and the Cessna T210N Maintenance Manual Checklist. Differential compression check results: #1 65/80, #2 58/80, #3 58/80, #4 68/80, #5 68/80, #6 68/80. Drained oil and serviced W/11qts Phillips XC 20/50, Replaced oil filter with CH48018-1. Oil filter element inspection was normal. No leaks found on Muffler Heat pressure test. Cleaned gapped, inspected and rotated spark plugs. Cleaned gascolator screen and servo inlet screen. No leaks found on the turbo system, compressor and turbine wheels have no damage and spin freely. Lubed waste gate linkage. Run up and Leak checked good. See AD record for compliance.... Timed left and right magnetos to 22 degrees before TDC.

Maintenance Release

The aircraft and/or component(s) on N6330N was repaired and inspected in accordance with current FARs rules of the Federal Aviation Regulations and was found Airworthy for return to service. Pertinent details of the repair are on file at this repair station under Work Order No. 19547-10-2016, Dated 11/17/2016. I certify that this Engine has been inspected IAW an Annual Inspection and was determined to be in airworthy condition.

DATE: 11/17/2016

SIGNED

Work Order: 19547-10-2016

Jeff Rosen

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Certified Repair Station No.



N6330N 8/14/17 Tach 3786.6

Replaced engine air supply hose between air filter and turbo inlet with new scot hose.

Luke Marx [REDACTED] A&P [REDACTED]

This engine model TS10520R9, Serial No. 294278-R, was rebuilt/zero timed on 07/22/2001 by Teledyne Continental Motors in accordance with an FAA approved Quality Control System, using FAA approved Engineering design data and the applicable requirements of FAR Part 21 of the Federal Aviation Regulations. The approved design data for this engine incorporated the following Service Bulletins and Airworthiness Directives.

SB	AD	REMARKS	SB	AD	REMARKS
CSB9710A	97-21-02	PISTON PIN PLOG, WEAR			
CSB98-1	N/A	INTAKE AND EXHAUST VALVE INSPECTION			
N/A	80-01-04	CYLINDER REWORK - AIRMOTIVE ENGINEERING			
MSB00-5C	2000-23-21	CRANKSHAFT MATERIAL INSPECTION			
CSB99-3A	99-09-17	CRANKSHAFT ULTRASONIC INSPECTION			

Records reflecting this rebuilding are on file at Teledyne Continental Motors, P.O. Box 90, Mobile, Alabama, 36601.

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TELEDYNE CONTINENTAL MOTORS
PRODUCTION CERTIFICATE NO. 508



[illegible]

Aircraft due an Annual Inspection: Complied with an Annual Inspection IAW FAR 43.13D using Cessna T210 M/M and inspection checklist. An Airworthiness Directive search was complied with using "Zook Aviation" on-line program "Airworthiness Directives". No new AD's were issued that would affect this aircraft at this inspection interval. The following re-curring AD's were complied with: AD 10-11-09 seat and seat track inspection IAW para 1 thru 10, no defects noted, due each Annual. AD71-09-07R1 exhaust manifold heat exchanger, IAW Cessna Svc Ltr SE71-11, no defects noted, due each Annual. AD 76-07-12 Bendix ignition switches, no defects noted, due each Annual. Inspected aircraft control systems: Flaps, ailerons, elevator and stabilator, rudder and rudder controls, no defects noted. Inspected control columns, control wheels, all chains, sprockets, pulleys and cables, no defects noted. Checked elevator trim tab system, no defects noted. Jacked aircraft, removed main wheels and inspected brakes and wheel bearings, no defects noted. C/W landing gear retraction/emergency extension, retraction and normal extension, no defects noted. Checked hydraulic pack and gear actuators for operation, leaks and security, no defects noted. Removed aircraft battery, serviced, charged and reinstalled. Removed ELT Airtex ME406 and inspected IAW FAR 91.207(d) no defects noted. Batteries due replacement Dec. 2020. I certify that this aircraft has been inspected in accordance with an ANNUAL Inspection and was determined to be in an airworthy condition Arthur E. Granger
end.