

N#:	5262J	DATE:	10/8/2010	H.M.:	3393.3
AFTT	5317.5	S/N	414 0853		
This is a permanent part of the Aircraft Records					

The following inspection, maintenance, repairs or replacements were accomplished.

Note: The Hour Meter Referenced is in aft passenger compartment.

- 1 C/W A.D. 2000-01-16 (b) 50hr visual insp. Next Due HM 3443.3.
- (c) 12mo tail pipe insp. Next Due 10/2011.
- (d) 500hr Beam and Bulkhead insp. Next Due HM ~~4493.3~~ 3873.3 *ML*
- (e) 12mo press test. Next Due 10/2011.
- (f) R&R 500hr clamp LH & RH p/n 2271-200. Next Due HM ~~4493.3~~ 3873.3 *ML*
- 2 R&R RH OB Exhaust elbow with p/n K9910299 s/n185251 in new condition.
- 3 LH & RH exhaust elbow to wye clamps missings "over stretch tag", Installed servicable clamps on LH & RH O.B. & I.B. positions p/n 2274-20.
- 4 LH & RH Tail pipe clamps missings "over stretch tag" Installed (2) servicable tail pipe clamps p/n 2274-50.
- 5 R&R (4) new LH & RH elbow support clamps p/n 2266c062-262-M.
- 6 R&R (1) new wastegate seal p/n 2535-200 on RH wastegate to wye.
- 7 R&R new wastegate seals p/n 2570-1 on LH & RH wastegates.
- 8 R&R New Exhaust elbow support brackets on LH Eng p/n's 5250101-4 and 5250101-3.
- 9 R&R New Turbo bracket on LH Eng p/n 1522-1.
- 10 Installed New Slip joints RAM p/n 1001-3 on LH & RH Eng.
- 11 Installed Overhauled Engine TSIO 520-NB S/N 290614-R on LH side.
- 12 Installed Overhauled Engine TSIO 520-NB S/N 290615-R on RH side.
- 13 R&R (8) New Lord Engine shock mounts p/n J-9613-58 and (8) new Lock tabs p/n 1289-1.
- 14 Installed new fuel hose kit p/n 1443-3 on LH & RH Eng.
- 15 Installed new Oil hose kit p/n 1443-5 on LH & RH Eng.
- 16 R&R new air/oil separator filters on LH & RH Eng p/n 201957-07
- 17 Installed new Bracket intake airfilter's p/n BA-22 on LH & RH Eng.
- 18 R&R (2) new Deice brush assy on RH Eng p/n B40012.
- 19 R&R (2) new Deice brush assy on LH Eng p/n B40189.
- 20 R&R (4) new intaked elbows p/n 1111-2.
- 21 R&R New aircraft Battery p/n G244 s/n G02472388.
- 22 R&R LH OB Aux Fuel tank p/n 4142-3.
- 23 R&R RH IB Aux tank drain p/n S2485-1.
- 24 R&R (4) Fuel cap o-rings MS29513-232.
- 25 R&R Instrument airfilter p/n AM103435IA.
- 26 R&R LH & RH Vac filters p/n RAB3-5-1.
- 27 R&R LH & RH Fuel filters D9-47-1.
- 28 R&R RH Brake Disc APS p/n 164-20306.
- 29 R&R (8) RH Brake linnings p/n 066-06600.
- 30 R&R (73) CR3243 rivets in LH wing OB lower skin.
- 31 R&R LH & RH Cabin Pressure Duct from venturi to cabin intercooler.
- 32 R&R LH & RH Eng nacelle Fire bottles after OH & Hydro test p/n 30111102 (see 8130).... Next Due :09/2015.
- 33 R&R Oxygen bottle Assy p/n 800112-12 after Inspection & Hydro test (see 8130)..... Next Due: 09/2015.
- 34 Blead LH & RH brake; ops check satisfactory.
- 35 LH I.B. wing has Small Buckle. Inspected aircraft I/AW Cessna 414 maint manual D778-34-13 unscheduled - Maintenance Checks. Hard/Overweight landing. (See Previous Entry logbook#3 for NDT).
- 36 R&R LH IB wing doubler p/n 0822574-5 Per Engineering Report No. 8551-1..... see FAA 337 Form This Date.
- 37 R&R LH & RH Elevator after repair at Hampton Aviationsee FAA 337 Form Dated 9/8/2010.
- 38 Installed American Aviation Intercoolers Per STC's SE1459NM & SA4956NM..... see FAA 337 Form This Date.
- 39 Installed Micro AeroDynamics Vortex Generators Per STC SA00024SE, Option #1. see FAA 337 Form This Date.
- 40 Inspected aircraft IAW FAR43 apdx (d) Annual/100hr inspection.

END

I certify this aircraft or component has been inspected & repaired in accordance with applicable F.A.R.'s and found to be in an airworthy condition. Approved for returned to service in accordance to work performed.

A/P I.A. 2962325 Mark T. Lovett

Mark T. Lovett

10/8/2010

N #:	N5262J	DATE:	10/8/2010	H.M.:	3393.3
AFTT	5317.5	S/N	414-0853		
This is a permanent part of the Aircraft Records					

The following inspection, maintenance, repairs or replacements were accomplished.

1. Troubleshoot gear warning horn circuit to bad butt splice. Replaced splice and operational test is satisfactory.

2. Deice lights found inoperative. Found broken wires on both light fixtures at the solder cup connection. Cleaned solder cups and solder wires. Operational check is satisfactory.

I certify this aircraft or component has been inspected & repaired in accordance with applicable F.A.R.'s and found to be in an airworthy condition. Approved for returned to service in accordance to work performed.

A/P 3392345 Johnnie Houpt Jr.

N #:	N5262J	DATE:	10/8/2010	H.M.:	3393.3
AFTT	5317.5	S/N	414-0853		
This is a permanent part of the Aircraft Records					

The following inspection, maintenance, repairs or replacements were accomplished.

1. Removed ARC propeller synchrophaser system. Installed a complete RAM Synchrophaser System, including MC-1 governors. All work done in compliance with RAM Aircraft Limited Partnership Drawing No. 1406 and DER approval from RAM Aircraft. See FAA form 337 dated 08OCT2010.

2. Installed Spoilers Inc hydraulically actuated spoiler system under STC SA00001SE. All work done in compliance with Spoilers Inc Master Drawing list SP12,000 installation instructions SP 12,000, May 17, 2003. See FAA form 337 dated 08OCT2010.

I certify this aircraft or component has been inspected & repaired in accordance with applicable F.A.R.'s and found to be in an airworthy condition. Approved for returned to service in accordance to work performed.

A/P 3392345 Johnnie Houpt Jr.

James H Gomery 525 Airport Rd. Bld. A-10 Hangar 6 Hot Springs, AR 71913
LOG ID# 261 13-October-2010
N5262J S/N 414-0853 CESSNA 414

Pg 1 / 1

INSTALLED EDM-960 IAW CURRENT MANUFACTURES I/M, JPI EDM-960 system I/M Report # 909 Rev. A dated 4-27-2010, STC # SA01828SE, JPI I/M Report # 103 Rev. E, STC # SA00432SE. Ground operation checked ok and approved for return to service. . FOR FURTHER DETAILS SEE FAA FORM 337 DATED 10/11/2010.

13/10/2010
Signed A&P 1845063 IA James H Gomery Date

Aerotech International, LLC 525 Airport Rd. Hangar A5 Hot Springs, AR 71913 XKWR110B
LOG ID# 262 13-October-2010 WO# 1685/1 REF# 1685
N5262J S/N 414-0853 CESSNA 414

Pg 1 / 1

ACTION: INSTALLED GNS-530W, GTX-327 AND GMA-340 IAW CURRENT MANUFACTURES I/M.
FOR FURTHER DETAILS SEE FAA FORM 337 DATED 9/28/2010 ON FILE AT THIS REPAIR STATION.

ACTION: INSTALLED EFD1000C2 PRO PFD AND EFD1000 MFD IAW CURRENT MANUFACTURES I/M AND EFD1000 AML-STC.
FLIGHT TESTED GOOD.
FOR FURTHER DETAILS SEE FAA FORM 337 DATED 9/28/2010 ON FILE AT THIS REPAIR STATION.

10-13-10
Signed XKWR110B JURGEN BOEHM

Date

Aerotech International, LLC 525 Airport Rd. Hangar A5 Hot Springs, AR 71913 XKWR110B
LOG ID# 263 13-October-2010 WO# 1695/1 REF# 1695
N5262J S/N 414-0853 CESSNA 414

Pg 1 / 1

ACTION: INSTALLED AK-451-2 ELT w/WHIP IAW CURRENT MANUFACTURES I/M.
FOR FURTHER DETAILS SEE FAA FORM 337 DATED 10/01/2010 ON FILE AT THIS REPAIR STATION.

ACTION: INSTALLED TAS620 IAW CURRENT MANUFACTURES I/M.
FOR FURTHER DETAILS SEE FAA FORM 337 DATED 10/01/2010 ON FILE AT THIS REPAIR STATION.

ACTION: TESTED COPILOT'S ALTIMETER P/N 5934A-1 S/N L7519 IAW FAR 91.411, PART 43 OF APPENDIX E
TO AN ALTITUDE OF 35,000 FT.
TESTED TRANSPONDER GTX-327 S/N 83739640 IAW FAR 91.413, PART 43 OF APPENDIX F.
ENCODER SSD120-30 S/N 40845 DATA CORRESPONDENCE WAS TESTED TO 30,000 FT. ALL TESTS PASSED.

Signed [Signature] XKWR110B JURGEN BOEHM

10-13-10
Date

N #:	5262J	DATE:	10/12/2010	H.M.:	3393.3
AFTT	5317.5	S/N	414 0853		

This is a permanent part of the **Aircraft** Records

The following inspection, maintenance, repairs or replacements were accomplished.

Note: The Hour Meter Referenced is in aft passenger compartment.

1 Weighed Aircraft per Cessna 414 Aircraft flight manual: D 1532-5-13 and Cessna 414 Maint Manual.

Scale info: Model 1558000-03 S/N 6196A CAL Date: 4/12/2010

Nose: 1705 RH 1730 LH 1445.

New Empty Weight: 4880 New C/G 155.92 New Useful load: 1470

Inserted Revision in Aircraft Flight Manual weight and balance section 6.

END

I certify this aircraft or component has been inspected & repaired in accordance with applicable F.A.R.'s and found to be in an airworthy condition. Approved for returned to service in accordance to work performed.

A/P I.A. 2962325 Mark T. Lovett

[Signature]

Altimeter Correction Card

ALT. FEET	ALT. READS	ALT. FEET	ALT. READS
-1,000	-1000	12,000	12030
0	-10	14,000	14040
500	480	16,000	16040
1,000	980	18,000	17050
1,500	1490	20,000	20060
2,000	1780	22,000	22040
3,000	2990	25,000	25050
4,000	3990	30,000	30020
6,000	6000	35,000	34990
8,000	8010	40,000	
10,000	10020	45,000	
		50,000	

Part Number 5934A-1

Serial Number L 7519

Aerotech International, LLC FAA CRS# XKWR110B

N #:	N5262J	DATE:	10/15/2010	H.M.:	3395.7
AFTT	5320	S/N	414-0853		

This is a permanent part of the **Aircraft** Records

The following inspection, maintenance, repairs or replacements were accomplished.

- 1 Performed Test Flight Per FAR 91.407 (b).
- 2 Operational Check Satisfactory.

Name: R. Batstone

Pilot Cert #: 3010299

N730AF

4

Date: 3-17-2011

Removed seats, interior side panels, carpeting, center floor panel, headliner, and all interior plastic trim. Recovered and reinstalled all of the above using material conforming to FAR 25 (see flammability certificates attached to this log). Removed and reinstalled seat belts and shoulder harnesses after rewebbing by Aviation Safety Products (see forms 8130-3 attached to this log). All work performed IAW Cessna Maintenance Manual.

AF 22328563



9332 Vandenberg Airport Rd., Tampa, FL 33610
Phone: (813) 623-5819 Fax: (813) 626-7606

N: 730AF Hobbs Time: _____

Aircraft has been stripped, etched, alodined and painted. Flight controls were static balance checked and reinstalled.

A.P. *AF 22328563* Date: 3-2-11

Color: White Code: AF 402
DK Brown
CAAMINETT
TSADDIE DK Brown
H 7926
44447

AIRCRAFT SECURITY & ALERT SYSTEMS

FAA/PMA PART NUMBER	NOMENCLATURE	DATE
ASC400NB	NOSE BAGGAGE LOC	3/1/2011
AIRCRAFT MODEL	KEY CODE	QUANTITY
CESSNA 340, 414, 421, 425, 441	8MA001773CH	2

Aircraft Security & Alert Systems certifies that the original certificate/statement of conformity for each part supplied on this packing slip is on file. FAR Pt 21,FAA/PMA PO545SW

AIRCRAFT SECURITY & ALERT SYSTEMS

FAA/PMA PART NUMBER	NOMENCLATURE	DATE
ASC400WL	WING LOCKER LOCK	3/1/2011
AIRCRAFT MODEL	KEY CODE	QUANTITY
CESSNA 340, 414, 421, 425, 441	8MA001773CH	2

Aircraft Security & Alert Systems certifies that the original certificate/statement of conformity for each part supplied on this packing slip is on file. FAR Pt 21,FAA/PMA PO545SW

on this packing slip is on file. FAR Pt 21,FAA/PMA PO545SW

1. Approved National Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. FORM TRACKING NUMBER: 121710- 11	
4. Organization Name and Address: AVIATION SAFETY PRODUCTS, Inc. 240 AIRPORT DR. BLAIRSVILLE, GA 30512 (XWJR831X)					5. WorkOrder/Contract/Invoice Number: 7015-1	
6. Item:	7. Description:	8. Part Number:	9. Eligibility:*	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
01	2pt Lap Belt	CM 4002-9	NA	1	NA	Repaired
13. Remarks: Work Performed Webbing Replaced/Inspected						
The work described above was performed in accordance with Federal Aviation Administration regulations and Aviation Safety Products Inc. proprietary FAA Approved Process Specification ASRPS1						
14. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 13.			19. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 13 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 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.			
15. Authorized Signature:		16. Approval/Authorization No.:		20. Authorized Signature: <i>Todd Mathews</i>		21. Approval/Certificate No.: XWJR831X
17. Name (Typed or Printed):		18. Date (m/d/y):		22. Name (typed or Printed): <i>Todd Mathews</i>		23. Date (m/d/y): <i>Dec 20, 2010</i>

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

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 parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Block 14 and 19 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.

1. Approved National Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG		3. FORM TRACKING NUMBER: 121710- 12	
4. Organization Name and Address: AVIATION SAFETY PRODUCTS, Inc. 240 AIRPORT DR. BLAIRSVILLE, GA 30512				5. Work Order/Contract/Invoice Number: 7015-2	
6. Item:	7. Description:	8. Part Number:	9. Eligibility:*	10. Quantity:	11. Serial/Batch Number:
01	2pt Lap Belt	CM 4001-24	NA	4	NA
12. Status/Work: Repaired					
13. Remarks: Work Performed Webbing Replaced/Inspected					
The work described above was performed in accordance with Federal Aviation Administration regulations and Aviation Safety Products Inc. proprietary FAA Approved Process Specification ASRPS1					
14. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 13.			19. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 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.		
15. Authorized Signature:		16. Approval/Authorization No.:		20. Authorized Signature: <i>Todd Mathews</i>	
17. Name (Typed or Printed):		18. Date (m/d/y):		21. Approval/Certificate No.: XWJR831X	
				22. Name (typed or Printed): <i>Todd Mathews</i>	
				23. Date (m/d/y): <i>Dec 20, 2010</i>	

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Statements in Block 14 and 19 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.

1. Approved National Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. FORM TRACKING NUMBER: 121710- 13	
4. Organization Name and Address: AVIATION SAFETY PRODUCTS, Inc. 240 AIRPORT DR. BLAIRSVILLE, GA 30512 (XWJR831X)					5. WorkOrder/Contract/Invoice Number: 7015-3	
6. Item:	7. Description:	8. Part Number:	9. Eligibility:	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
01	3pt Lap Belt	CM 4009-18-10	NA	2	NA	Repaired
13. Remarks: Work Performed Webbing Replaced/Inspected						
The work described above was performed in accordance with Federal Aviation Administration regulations and Aviation Safety Products Inc. proprietary FAA Approved Process Specification ASRPS1						
14. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 13.			19. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 13 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 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.			
15. Authorized Signature:		16. Approval/Authorization No.:		20. Authorized Signature:		21. Approval/Certificate No.: XWJR831X
17. Name (Typed or Printed):		18. Date (m/d/y):		22. Name (typed or Printed):		23. Date (m/d/y):

User/Installer Responsibilities

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1. Approved National Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. FORM TRACKING NUMBER: 121710-14	
4. Organization Name and Address: AVIATION SAFETY PRODUCTS, Inc. 240 AIRPORT DR. BLAIRSVILLE, GA 30512 (XWJR831X)					5. WorkOrder/Contract/Invoice Number: 7015-4	
6. Item:	7. Description:	8. Part Number:	9. Eligibility:*	10. Quantity:	11. Serial/Batch Number:	12. Status/Work:
01	Harness	CM 4008-9-46	NA	2	NA	Repaired
13. Remarks: Work Performed Webbing Replaced/Inspected The work described above was performed in accordance with Federal Aviation Administration regulations and Aviation Safety Products Inc. proprietary FAA Approved Process Specification ASRPS1						
14. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 13.			19. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> Other regulation specified in Block 13 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 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.			
15. Authorized Signature:		16. Approval/Authorization No.:		20. Authorized Signature: <i>Todd Mathews</i>		21. Approval/Certificate No.: XWJR831X
17. Name (Typed or Printed):		18. Date (m/d/y):		22. Name (typed or Printed): <i>Todd Mathews</i>		23. Date (m/d/y): <i>Dec 20, 2010</i>

User/Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

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 parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Block 14 and 19 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.

5



N730AF

TIME: 3400.5

Quality Aircraft Service & Parts

04/11/2011

AIRFRAME:

1. Replaced visor clips with new Cessna parts.
2. Replaced bulb in nose gear down lock light assembly.
3. Repaired squat switch assembly.
4. Removed belly beacon and installed close out panel.
5. Removed damaged freon line on right airconditioner evaporator. Found both expansion valves clogged with debris. Cleaned both expansion valves. Serviced with 2.0 lbs R-12.
6. Removed downlock side brace on both main landing gears. Removed worn bushings and rusty bolts. Installed new bolts and bushings in upper and lower drag brace and center bolt and bushings.
7. Removed nose gear doors. Straightened bent sheet metal. Rigged door in accordance with Cessna Service Manual.
8. Performed six fault free landing gear retract tests.

The repaired items above were repaired and inspected in accordance with current regulations of the Federal Aviation Administration and are



N730AF

TIME: 3400.5

Quality Aircraft Service & Parts

04/11/2011

AIRFRAME continued:

approved for return to service.

Signed: K. W. [Signature]

A&P-IA: 266852622



N 730AF

TIME: 3428.3

Quality Aircraft Service & Parts

07/01/2011

AIRFRAME:

1. Installed new cabin door seal.
2. Cleaned outflow and safety valves.
3. Replaced right engine wastegate drain tube.
4. Replaced o-ring on left engine air/oil separator.
5. Increased oil pressure on right engine.
6. Installed landing gear door seals.
7. Installed nose baggage cover.

The repaired items above were repaired and inspected in accordance with current regulations of the Federal Aviation Administration and are approved for return to service.

Signed: K. W. [Signature]

A&P-IA: 266852622



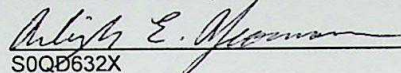
Sarasota Avionics PGD
8260 Skylane Way
Punta Gorda, FL 33982
(941) 360-6877 Ext. 140

Date: 7/23/2011; Aircraft: N730AF; Type: 414; S/N: 414-0853

Shop order # 40102

Removed dedicated encoder for TAS system, PN: SSD-120 SN: 40845 and replaced with PN: SSD-120-30N-RS232 SN: 13137. This was accomplished IAW Trans-Cal Document number 882189 Rev. F Dated 23 September 2010. Tested unit to function normally.

All work was accomplished current manufacturer's installation manuals and acceptable installation methods and techniques. Details on file under shop order on date listed above.


S0QB632X

Arleigh Yeomans for Sarasota Avionics Inc. CRS#

Date: 22-11-2011

TT: 5388.7

Hobbs: 3464.5

Make: Cessana

Registration: N5262J

Serial Number: 414-0853

AIRFRAME

Performed Annual in accordance with Cessna inspection sheet. Left main wheel tire worn new 6-50-10, 8PR tire fitted. Left main gear door link bearing replaced rod with serviceable unit. Left main wheel inner hub clean corrosion treat and repaint. Right wheel tire new 6.50 - 10, 8PR tire fitted. Right brake leaking clean area tighten line checked o.k. Replace both bearings and races. Right inner wheel hub clean corrosion treat and repaint. Right upper scissors link incorrect. Replaced with new correct link. Nose wheel new fender refitted. Nose wheel tire new 6.00-6, 6PR tire fitted. Nose wheel hub corroded clean corrosion treat and paint. Nose scissors saftied replace split pin and secure. Nose strut clean and inflate to proper height. Nose baggage comp check wire and replace bulb. Emergency battery pack replace screws and secure. Rudder trim rod rubbing Adjust clearance checked ok. Right elevator inbd bonding strap disconnect elevator replaced strap, reconnect check travel ok, stop drill. Broken screws in inspection panels Remove and replace as necessary. Left air brake actuator clean area tighten fitting and line. Right air brake actuator clean area tighten fitting and line. Left vacuum filter dirty replace with new filter. Right vacuum filter dirty replace with new filter. R & R bottle and remove carpet. Left tip tank faring screws replaced /adjust anchor nuts as necessary. Right tip tank faring screws replaced /adjust anchor nuts as necessary. Remove carpet, screws seal holes and fit with Velcro. Panel around AC left blower replaced screws as necessary. Decal on centre floor secure as necessary. All lights and emergency equipment inspected. All airworthiness directives complied with to date. All work done I.A.W AC4313. 1B, Cessna service maintenance manual

I certify that this Airframe has been inspected in Accordance with Annual inspection and is determined to be in airworthy condition.

Dion Darling
A/P2571802IA





Sarasota Avionics Tampa
6582 Eureka Springs Rd
Tampa, FL 33610
(941) 360-8877 Ext. 135

Date: 7/16/2012; Aircraft: N730AF; Type: 414; S/N: 414-0853; Hobbs: 1559.90; Tach: 0.00
Removed defective Aspen EFD 1000 PFD PN: 910-00001-004 SN: 120255 and returned to Aspen for evaluation.

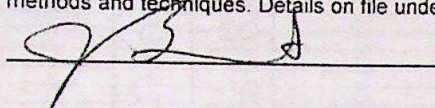
Installed returned Aspen EFD 1000 PFD PN: 910-00001-004 SN: 11575.

R&R was completed IAW Aspen Avionics Installation Manual Document 900-00003-001 Rev AC.

Pilot Altimeter (EFD1000 SN11575 EFD1000 SN11265) has been tested to an altitude of 20,000 feet and was found to comply with App E of 14 CFR 43. The Automatic pressure altitude reporting equipment (Transcal SSD120 SN13137) was tested and found to comply with App E of 14 CFR 43, and calibration is in compliance with 14CFR91.217 (b). The transponder (GTX327 SN83739640) was tested, inspected and found to comply with App F of 14 CFR 43 and 14 CFR 91.413. The Static Pressure system was tested and inspected in accordance with 14CFR 91.411

WO #20334

All work was accomplished current manufacturer's installation manuals and acceptable installation methods and techniques. Details on file under shop order on date listed above.

 for Sarasota Avionics Inc. CRS#QV0D957X

961482
Props OH'd L S/N ~~952514~~ 3AF32C93-R
4/19/12
+ 5 months R S/N 840581 3AF32C505B

Nov 11, 2011 5388
↓
5400?
TTAF?
EST.
Oct 11, 2012 5411
23 hrs / 12 = 2
x 5 = 10

mpa

Altimeter Tests Work Sheet

Repair Station No.: QV00957X

20334

Date: 7/13/2012

Barometric Press: 30.04

Test Date: 7/16/2012 (95)

Alt. No: PFD / MFD

S/N: 11575 / 11265

ber: 730AF

Alt. No: UNTESTED 5934A-1

S/N: 27519

Pressure Altitude Difference

Pressure Inches of Hg	PFD Pilot	MFD	Altitude Difference (Feet)	Copilot
28.10	NA	NA	-1727	-1720
28.50	-1320	-1330	-1340	-1340
29.00	-865	-880	-863	-860
29.50	-400	-410	-392	-400
29.92	0	20	0	0
30.50	525	510	531	530
30.90	880	870	893	890
30.99	970	950	974	970

Scale Error Test

Altitude Feet	P Pilot Error	m	Tolerance \pm Feet	Copilot Error
-1000	NA	NA	20	NA
0	0	-20	20	0
500	0	-20	20	-0
1000	0	-10	20	0
1500	0	-10	25	0
2000	0	-10	30	0
3000	-10	-10	30	0
4000	-10	-10	35	0
6000	0	-10	40	0
8000	-10	-20	60	0
10000	-10	-30	80	0
12000	-20	-30	90	0
14000	-10	-30	100	+10
16000	-10	-30	110	+20
18000	0	-30	120	+40
20000	-10	-30	130	+40
22000			140	
25000			155	
30000			180	
35000			205	
40000			230	
45000			255	
50000			280	

Preliminary Inspection

☒ Preliminary Inspection Complied With.☐ Hidden Damage Inspection Complied With☒ N/A

Discrepancies Noted: NONE

Discovered By: 9/3 Date Discovered 7/16/2012

Corrective Action: TESTED ALL IAW 91.411 + 91.413

Corrected by: 9/3 Date Corrected 7/16/2012

Friction Test

Altitude Feet	P Pilot m	Tolerance Feet	Copilot
1000	/	±70	0
2000		70	0
3000		70	0
5000		70	0
10000		80	+30
15000		90	+40
20000		100	+40
25000		120	/
30000		140	
35000		160	
40000		180	
50000		250	

Test Tolerance

Test	nce	P Pilot Error	Copilot Error
Case Leak Test	±100	0' 0'	-5'
Hysteresis Test			
First Test 50%	75	/	30
Second Test 40%	75		10
After Effect Test	30		10

Mode C correspondence - Error corrected to 29.92 Inches of Hg

Altitude - Feet	System 1	Error	System 2
0	-20'	±125	/
10000	+10'	125	
20000	+40'	125	
30000	NA	125	

011-00490-00

Unit 1

SSD-120

Transponder: 67F 827

Encoder: TDA6 CAL

Transponder:

Encoder:

S/N: 83739640

S/N: 13137

S/N:

S/N:

Frequency: 1089.0

Power: 250

MTL: -74db

Frequency:

Power:

MTL:

Tested By: 9/3

Date: 7/16/2012

Form SA 012

Revision Date: 06/10/10

7

ARROW AVIATION SERVICES 1650 Airport Drive #1010 Cleburne, TX 76033
LOG ID# 64 11-October-2012 WO# 43/1 REF# 43 AC TT 3487.5
N730AF S/N 414-0853 CESSNA 414

Pg 1 / 3

**** ITEM # 43-2 PERFORM 100 HOUR INSPECTION ****
DISCREPANCY: perform 100 hour inspection
ACTION: 100 HOUR INSPECTION

AIRFRAME:

SERVICED BATTERY, SERVICED LANDING GEAR FLUID LEVEL. REPLACED COAX CONNECTOR ON ELT ANTENNA
INSPECTED AIRCONDITIONING SYSTEM:

INSPECTED EQUIPMENT AND FURNISHINGS FOR CONDITION AND SECURITY. REPLACED FIRE EXTINGUISHER. FLIGHT CONTROLS:
OPERATION AND DEFLECTION GOOD. FUEL SYSTEM AND HYDROLIC SYSTEM SERVICED. INSPECTED DE-ICE SYSTEMS FOR SECURITY AND OPERATION. LANDING GEAR: INSPECTED AND LUBRICATED, COMPLETED GEAR SWING. LIGHTING SYSTEMS: REPLACED TAXI LAMP AND TAIL NAVIGATION LAMP, ALL OTHER LIGHTS GOOD.
INSPECT LOGS FOR CURRENCY OF IFR CERTIFICATION, MAGNETIC COMPASS CALIBRATION, AND OXYGEN BOTTLE HYDRO TEST DATE.
INSPECT DOORS, SEALS, LATCHES AND LOCKS FOR SECURITY. INSPECTION TYPE "A" DUE @ 3600 HOURS.
STABILIZER INSPECTION FOR CONDITION AND SECURITY COMPLETED. WINDOWS INSPECTED FOR CONDITION CLAIRITY, AND SECURITY.
WINGS: FUEL CELL, PLACARDS, DRAINS, BOLTS, SKIN, FASTENERS CHECKED FOR CONDITION AND SECURITY.
PERFORMED ELT CHECK IN ACCORDANCE WITH FAR 91.207.d. ELT IS A AK451 WITH BATTERY DUE DATE OF SEPT. 2015
CORRECTED ENTRY DOOR SEAL LEAK AND PERFORMED FLIGHT TEST FOR PRESSURIZATION.
ALL AD'S CURRENT THIS DATE.

ARROW AVIATION SERVICES 1650 Airport Drive #1010 Cleburne, TX 76033
LOG ID# 64 11-October-2012 WO# 43/1 REF# 43 AC TT 3487.5
N730AF S/N 414-0853 CESSNA 414

Pg 2 / 3

AVIONICS: INSPECTED PITOT/STATIC SYSTEM FOR WATER INTRUSION. NO PROBLEM FOUND.
ALL AVIONICS CHECKED FOR FUNCTION. NO PENDING AD'S

**** ITEM # 43-3 INSPECT AIRCONDITIONING SYSTEM FOR PROB. ****
DISCREPANCY: INSPECT AIRCONDITIONING SYSTEM FOR PROB.

ACTION: INSPECTED SYSTEM FOR FUNCTION, FOUND SYSTEM LOW ON FREON. EVACUATED SYSTEM AND TESTED. FOUND FITTING LEAKING AT CONDINER, RESEALED AND RE-TESTED.

**** ITEM # 43-4 INSPECT CABIN ENTRY DOOR PRESSURE LEAK ****
DISCREPANCY: INSPECT CABIN ENTRY DOOR PRESSURE LEAK

ACTION: REMOVED SEALANT AT UPER DOOR LOWER CORNERS AND RESEALED. REMOVED SEAL BETWEEN UPER AND LOWER DOORS AND REINSTALLED CORRECTLY. PERFORMED FLIGHT TEST FOR PRESSURIZATION.

**** ITEM # 43-5 INSPECTION REPAIRS ****
DISCREPANCY: INSPECTION REPAIRS

ACTION: REPLACED DEFECTIVE NAV TAIL LAMP. REPLACED GROUND STRAP ON LEFT ALIERON. REPLACED BROKEN TAXI LAMP. SERVICED BATTERY. SERVICED AIR CONDITIONER PUMP FLUID. REPLACED BNC CONNECTOR AT ELT.
REPLACED CABIN FIRE EXSTINGUISHER.

THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH CESSNA 414 MAINTENACE MANUAL 100 HOUR INSPECTION CHECK LIST AND IS APPROVED FOR RETURN TO SERVICE.

[Signature] 10-11-2012
A&P 3520652 Anthony O'Dell

ARROW AVIATION SERVICES 1650 Airport Drive #1010 Cleburne, TX 76033
LOG ID# 65 11-October-2012 WO# 43/1 REF# 43 AC TT 3487.5
N730AF S/N 414-0853 CESSNA 414

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**** ITEM # 43-1 INSTALL STEC 55X AUTOPILOT ****
DISCREPANCY: INSTALL STEC 55X AUTOPILOT

ACTION: REMOVED CESSNA 400 SERIES AUTO PILOT AND INSTALLED S-TEC 55X SYSTEM KITS ST-559 AND TK-559 IN ACCORDANCE WITH STC# SA8890SW-D, SYSTEM KIT ST-238 IN ACCORDANCE WITH STC# SA5362SW-D AND SYSTEM KIT ST-1000 IN ACCORDANCE WITH STC#SA09520AC-D
THE AIRCRAFT WAS WEIGHED AND EQUIPMENT LIST UPDATED.
SEE FAA 337, ICA'S, AND POH'S ISSUED FOR FURTHER DETAILS.

[Signature] 10-11-2012
SIGNED A&P 3520652 ANTHONY ODELL Date

Arrow Aviation Services 1650 Airport Drive #1010 Cleburne, TX 76033
LOG ID# 67 12-October-2012 WO# 430/1 REF# 43 AC TT 3487.5
N730AF S/N 414-0853 CESSNA 414

Pg 1 / 1

Annual inspection complete in accordance with Cessna 414 Service Manual Section 2 and 14 CFR 43.13(d). All airworthiness directives complied with. I certify this aircraft has been inspected in accordance with an annual inspection and find it to be airworthy and is returned to service this date. --END--

Matt Ashcraft A&P 2723617 IA

[Signature] 10-12-2012
SIGNED A&P 2723617 IA MATT ASHCRAFT

Date

(8)

Airtech Aviation Services
Airframe Entry

N730AF

January 13, 2014

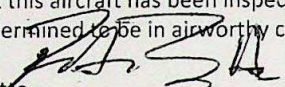
Cessna 414-0853

HOBBS: 3533.7

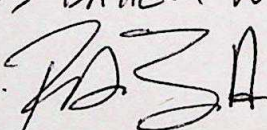
AFTT: 5457.9

1. Performed an annual inspection this date and time using the guidelines of the FAR 43 Appendix D.
2. Complied with ELT Inspections per FAR 91.207D. Battery is due 9/2015.
3. Trouble shot pressurization leak. Removed and Replaced 2 pressurization boots, P/N: 9910011-1 and seals (4) each S11K-4R, (4) each S11K-3A, (4) each CM3575-3 and sealed forward pressure bulk head wire bundle.
4. Removed and Replaced both main tires 6.50 x 10 8 ply.
5. Removed and Replaced both air filter induction elements BA22.
6. Replaced fuel tank exterior placards.
7. Bled and serviced brake system with 5606.
8. Troubleshoot airconditioning system. Replaced rigid line at right evaporator, cleaned system, vacuumed and serviced. Operation is good at this time.
9. Paralleled alternator charging systems.
10. Replaced (2) vortex generators.
11. Complied with AD 2000-01-16 B, C, D, E and G by overhaul. Item B due again in 50 hours or 30 days. Item C & E due every 12 months. Item D due every 500 hours. Item G due every 2500 hours or 12 years.
12. Complied with AD 2004-25-16 fuel regulator. Due again at TT 4935.4.
13. Checked AD compliance through bi-weekly 2014-01.

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


Ric A Burnette
A&P 2847862 IA

5-16-2014

HOBBS 3538.7. REPLACED SHIPS BATTERY WITH
NEW G-244. FOR AIRTECH AV. SVCS.  A&P 2847862

8-15-14

INSTALLED R Prop after Repair By PBAP.
HM3610 Repaired Prop Dece wiring, ENGINE LEAK
Check and Test Flight. Paul P Cutting A&P 3014223

9-20-14

HM 3036

Replaced Prop Dece Timer
Repaired wiring for Wing Spoilers
Replaced R Tire + packed R wheel Bearings
CW AD 00-01-06. 50 hr / 30 day Exhaust Sst Checks.
CW AD 00-01-06 100 hr Checks of Exhaust System.
Paul P. Cutting A&P 3014223

Feb 15, 2015, N730AF, HM 3680, TT5604, HH 868
 Reseal Brake Cylinders, Replace Brake Pads, Flex
 Hoses, L Tire, Service LG Struts, Pack Wheel Bearings.
 CW MEB83-57 by Installing Washers S1450-5H12-063,
 Replace R Voltage Regulator (sn20171), Wing Deice
 Timer (sn80122023), L Cabin AC Fan (used),
 Windshield Heat Switch, L Fuel Transfer Pump (sn389),
 OH R Vac Pump (sn001786) by QAA, Drive Seal and
 Breather Hoses. CW AD 00-01-16(b) Exhaust
 Inspection, CW AD 04-25-19R1 Heater Fuel Valve
 Check, CW AD 14-03-03 POH Icing Limitation, CW FAR
 91-207 ELT Checks (bat due 8-15). I certify that this
 aircraft has been inspected in accordance with an
 Annual Inspection and was found to be in Airworthy
 Condition. Paul P Cutting A&P3014223IA

Paul P. Cutting

AIRCRAFT LOG ENTRY

April 1, 2015 N730AF 3691 Hobbs
 The Pilots EFD1000 PFD and Pilots Standby EFD1000 MFD were tested in aircraft to 30,000 ft as required by FAR 91.411 and found to meet the performance specifications of FAR 43, Appendix I. The Copilot encoding altimeter was tested to 30,000 ft. as required by FAR 91.411 and found to meet the performance specifications of FAR 43, Appendix E. The EFD1000 PFD / Transponder system integration was tested and found to meet the performance specifications of FAR 43, Appendix E paragraph (c). Transponder tested and found to meet the performance specifications of FAR 43, Appendix F. The aircraft static system was tested as required by FAR 91.411 and found to comply with FAR 43, Appendix E paragraph (a).

Pilots Aspen: EFD1000 (PFD) p/n 910-00001-004, s/n 11575
 Standby Aspen: EFD1000 (MFD) p/n 910-00001-002, s/n 11265
 Copilots Encoding Altimeter: United: 5035PB-P166, s/n36329,
 Garmin: GTX 327, s/n 83739640

The aircraft and/or component identified above was inspected in accordance with current FAA Regulations and was found airworthy and approved for the return to service.

Palm Beach Avionics, Inc. FAA CRS MI4R363M
 Work Order: 30354

Authorized Signature

April 1, 2015 N730AF Cessna 414 s/n 414-0853 3691 Hobbs "AIRCRAFT LOG ENTRY"

Repaired static systems by corrected all loose connection and replaced Copilots system sump in aft section of aircraft. Static systems now complies with FAR 43, Appendix E paragraph (a).

Stacey Jordan: Airframe #3732780

ALTIMETER CALIBRATION RECORD				DATE <u>3/2/15</u>	
WORK ORDER NUMBER <u>30354</u>					
ALT MAKE	<u>Aspen</u>	MODEL	<u>EFD1000 PFD</u>	S/N	<u>11575</u>
ENCODER MAKE	<u>11</u>	MODEL	<u>11</u>	S/N	<u>11</u>
BAROMETRIC SCALE				Case Leak @ 18,000 ft	
Pressure altitude difference				tolerance 100 ft/min	
tolerance +/- 25 ft.				Reading <u>50</u>	
Pressure	Altitude	Difference			
28.10	-1727				
28.50	-1340	-13.50			
29.00	-863	-3.55			
29.50	-392	-4.00			
29.92	0	-1.0			
30.50	531	5.25			
30.90	893	8.80			
30.99	974	9.70			
Hysteresis test			tolerance +/- 75 ft.		
			50% Max Alt. 16,000		
			40% Max Alt. 14,000		
After effect test			tolerance +/- 30ft Result		
ALTITUDE ENCODER			Altitude Encoder Tolerance +/- 125 ft		
Altitude	Tol +/-	Error	Altitude	Tol +/-	Error
-1000	20	-10	-1000	20	0
0	20	-10	0	20	0
500	20	-10	500	20	0
1000	20	-10	1000	20	0
1500	25	-10	1500	20	0
2000	30	-10	2000	20	0
3000	30	-15	3000	20	0
4000	35	-10	4000	20	0
5000	40	-10	5000	20	0
6000	40	-10	6000	20	0
8000	60	-10	8000	20	0
10000	80	-10	10000	20	0
12000	90	-10	12000	20	0
14000	100	-10	14000	20	0
16000	110	-10	16000	20	0
18000	120	-0	18000	20	0
20000	130	+10	20000	20	0
22000	140	+10	22000	20	0
25000	155	+10	25000	20	0
30000	180	+15	30000	20	0
FRICTION			Tol +/-		
1000	70		1000	70	
2000	70		2000	70	
3000	70		3000	70	
5000	70		5000	70	
10000	80		10000	80	
15000	90		15000	90	
20000	100		20000	100	
25000	120		25000	120	
30000	140		30000	140	
PALM BEACH AVIONICS, INC.			North County General Aviation Airport		
			11255-3 Aviation Blvd		
			West Palm Beach, FL 33412		
			FAA CRS MI4R363M		
TECH			<i>[Signature]</i>		
INSP			<i>[Signature]</i>		

N730AF Log Entry: 6-4-15 HM 3733

CW AD00-01-06 (b) visual inspection of exhaust pipes.

Paul P. Cutting

Paul P Cutting A&P3014223

(10)

N730AF Log Entry 8-22-15 HM 3775.

CW AD00-01-06 (b) visual inspection of exhaust pipes.
Replace Stall Warning Vane pn 191-31, sn 402. Replace
ELT Battery. Replace R&L Alternator Inop Sensors
(9910094-3).

Paul P. Cutting

Paul P Cutting A&P3014223

N730AF

May 1, 2016 HM3815 TTAF 5739 CW AD00-01-06(b)
Exhaust System Checks. CW AD04-25-19R1 Heater
Fuel Valve Leak Check. CW FAR91.207 ELT Checks.
New Battery (8-21) and Remote Battery (5-21). Replace
R Tire. Replace Nose Tire-Tube-Wheel Spacers-Grease
Felts. Replace JPI Probes LE4, RC2. Check AC
Hydraulic Drive - Service with R12. R JPI J-Box
Repaired by JPI. Install LED Lamp Taxi Lamp. Spay Aft
Fuselage and Tail with CorrX. Replace Fuel Cap
ORings.

I certify that this Aircraft was Inspected in Accordance
with an Annual Inspection and was found to be in
Airworthy Condition. Paul P Cutting A&P3014223IA

Paul P Cutting

August 14, 2016 TACH 3883. (5807 TTAF)

C/W AD 00-01-06 (b) 50hr Inspection of Exhaust System.

C/W AD 16-07-24 (F)(1)(3) Replaced TRIM Hardware.

Cleaned L+R Oil Breather Separators and cleared
DRAIN back lines. Replaced CB/Switch for Prop Deice.

Replaced Wire Harness on R #1 Prop Deice Boot. Replaced LGE

probe. Checked operation of WINDshield Heat and found it works
OK. Service Hydraulic System and charged AC with R12.

Filled Brake Fluid. Checked lights and Tires.

Paul P Cutting A&P 3014223

10 1/2



Airtech Aviation Services
Airframe Entry

N730AF
Cessna 414-0853
AFTT: 5816.2

HOBBS: 3892.5

October 14, 2016

1. Performed an annual inspection this date and time using the guidelines of the FAR 43 Appendix D.
2. Complied with ELT Inspections per FAR 91.207D. Battery is due 8/2021, Remote battery due :5/2021.
3. Swapped alternator out sensors for troubleshooting. Paralleled alternator charging systems.
4. Replaced (2) vortex generators.
5. Removed O2 bottle for testing, reinstalled bottle P/N: 800112-12, S/n: 84317X/10684 following.
6. Cleaned and supported corners of aft bulkhead pressure seal with sealant.
7. Cleaned and serviced right main gear strut.
8. Replaced ships battery P/N : 244 with a new unit S/N: 02937008.
9. Replaced exterior fuel capacity placards.
10. Polished minor chips in both pilot and copilot side windows.
11. Complied with AD 2000-01-16 B, C, E. Item B due again in 50 hours or 30 days. Item C & E due every 12 months. Item D due every 500 hours. Item G due every 2500 hours or 12 years.
12. Complied with AD 2004-25-16 fuel regulator. Due again at hobbs 3992.5.
13. Checked AD compliance through bi-weekly 2016-19.
14. Aircraft was test flown. All parameters and systems operated normally.

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

Ric A Burnette
A&P 2847862 IA

2-2-2017 Hobbs 3906.8

N730AF

11

Rebuilt Main Nose Gear Oleo ~~Strut~~ Serviced with
5000 Hydraulic Fluid. Pressurized with Nitrogen. All work
Done IAW Applicable Service and Maintenance Manuals.
Leak Check good. AC OK for Service.
Jarrod Golice *Jarrod Golice* AP3504329 IA

N730AF

2-23-2017

HOBBS TIME 3915.5

INSTALLED REIFF HOTBAND PREHEATER PN# SL6 AS PER REIFF INSTALLATION INSTRUCTIONS. RETURN TO SERVICE FOR WORK PERFORMED.

TERRY PHILLIPS *Terry Phillips*

AP198641373IA

ITEM	WEIGHT	ARM	MOMENT
INSTALLED ENGINE HEATERS	2	112	224
OLD TOTAL MOMENT			740255.79
OLD EMPTY WEIGHT			4878.25
NEW EMPTY WEIGHT			4880.25
OLD CG			151.75
NEW CG			151.73
OLD USEFUL LOAD			1471.75
NEW USEFUL LOAD			1469.75
NEW TOTAL MOMENT			740479.79
TERRY PHILLIPS	AP198641373IA	<i>Terry Phillips</i>	2/23/2017
N730AF	414-0853		

*Superseded
9/11/17*

N730AF

3-20-2017

HOBBS TIME 3923.3

REMOVED BROKEN RIGHT AILERON BONDING JUMPER. INSTALLED NEW JUMPER PN# MS25083-2BB5. REMOVED EXISTING COPILOT DG. INSTALLED OVERHAULED DG PN# 31100C SN# 12937. REMOVED AND INSTALLED NEW CENTER AFT BELLY DRAIN SEAL PN# CM3575-4. REMOVED PILOT WINDOW SEAL AND INSTALLED NEW SEAL PN# 5111141-3. REMOVED COPILOT WINDOW SEAL AND INSTALLED NEW SEAL PN# 5111141-4. INSTALLED MISSING VG ON RUDDER COPILOT SIDE.

TERRY PHILLIPS *Terry Phillips*

AP198641373IA

1. Approving Civil Aviation Authority Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG		3. Form Tracking Number: 5536683	
4. Organization Name and Address: Textron Aviation Inc. (PC4) Textron Aviation Inc. 1 Cessna Blvd, Wichita, KS 67215				5. Work Order/Contract Invoice Number: 2617204	
6. Item: 30	7. Description: SEAL RH	8. Part Number: 5111141-4	9. Quantity: 1	10. Serial Number: N/A	11. Status/Work: New
12. Remarks: AUTHORIZED RELEASE DOCUMENT PO#: 01961					
13a. Certifies the items identified above were manufactured in conformity to: <input checked="" type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.		14a. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> 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.: PC4		14b. Authorized Signature: 	
13d. Name (Typed or Printed): JENNIFER FISHER		13e. Date (dd/mm/yyyy): 15/Mar/2017		14c. Approval/Certificate No.: 	
14d. Name (Typed or Printed): 					
14e. Date (dd/mm/yyyy): 					
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.					

N730AF

2-23-2017
7-7-17

HOBBS TIME 3915.5
3924.6

REMOVED BROKEN PILOT SIDE WINDSHIELD PN# 9910049-9. CLEANED OLD SEALANT FROM AIRFRAME AND TRIM. INSTALLED AND SEALED NEW PILOT SIDE WINDSHIELD SAME PN# 9910049-9 SN# 16342H3029 WITH PS 890 B2 AND ALL NEW HARDWARE. NO LEAKS DETECTED. RETURN TO SERVICE FOR WORK PERFORMED.

TERRY PHILLIPS

AP198641373IA

1. Approving Civil Aviation Authority Country FAA/United States		AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG				3. Form Tracking Number 5628418	
4. Organization Name and Address Textron Aviation Inc. (PC4) Textron Aviation Inc. 1 Cessna Blvd, Wichita, KS 67215						5. Work Order Contract/Invoice Number 2691913	
6. Item 10	7. Description WINDSHIELD LH	8. Part Number 9910049-9	9. Quantity 1	10. Serial Number 16342H3029	11. Status/Work New		
12. Remarks AUTHORIZED RELEASE DOCUMENT PO#: 03553							
13a. Certifies the items identified above were manufactured in conformity to: <input checked="" type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.							
14a. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> 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. PC4		13d. Authorized Signature		13e. Approval Certificate No.	
13f. Name (Typed or Printed) JOHNNY GLOVER		13g. Date (dd/mm/yyyy) 17/May/2017		13h. Name (Typed or Printed)		13i. Date (dd/mm/yyyy)	
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. FAA Form 8130-3 (02-14)							

PPG

FLYING WITH QUALITY

INSPECTED BY HOBBS JR.

S/N: 16342H3029 22PPG19

DATE 12/21/16 STAMP

AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG		3. Form Tracking Number 5672555	
4. Organization Name and Address Textron Aviation Inc. (PC4) Textron Aviation Inc. 1 Cessna Blvd, Wichita, KS 67215			
5. Work Order Contract/Invoice Number 2727749			
6. Item MET	7. Description 5111602-16	8. Part Number 10	9. Status/Work N/A New
12. Remarks AUTHORIZED RELEASE DOCUMENT PO#: 004274			
13a. Certifies the items identified above were manufactured in conformity to: <input checked="" type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			
14a. <input type="checkbox"/> 14 CFR 43.9 Return to Service <input type="checkbox"/> 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. PC4	
13d. Authorized Signature		13e. Approval Certificate No.	
13f. Name (Typed or Printed) DANIEL P. BEAT		13g. Date (dd/mm/yyyy) 17/Jun/2017	
13h. Name (Typed or Printed)		13i. Date (dd/mm/yyyy)	
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. FAA Form 8130-3 (02-14)			

N730AF

7-14-2017

HOBBS TIME 3924.6

(14)

REMOVED PILOT SIDE VENT WINDOW PN# 5111603-5. INSTALLED NEW PILOT VENT WINDOW PN# 5111603-5 SN# 6739. OPS CHECK OK. RETURN TO SERVICE FOR WORK PERFORMED.

TERRY PHILLIPS

AP198641373IA

PN: 5111603-5

6739

HOBBS: 3929.1 11 SEP 2017 N730AF

Removed GTX327 transponder. Installed GTX345, s/n 3EG007729 transponder. ADS-B position source is the GNS530W. Installed Pilot and Co Pilot Lemo/Bose jacks. Replaced compass bulb. Replaced pilot map light potentiometer in yoke. Replaced transistor for proper day/night switch operation of gear indications. Replaced pilot push to talk switch. Wiring provision made for crew to hear XM radio from GPS696. Replaced faulty circuit breakers for copilot encoding altimeter, Aspen ACU, and cabin pressurization. Upgraded EFD1000 MFD software from MAP v2.4.1 and IOP v2.0.2 to MAP v2.9 and IOP v2.1 in accordance with Aspen SB2016-04, ADS-B, Synthetic Vision, and AOA enablement unlocks accomplished per Aspen Tech Notes; 2014-02, 2011-10, and 2015-01. Customer advised to complete flight tests/data acquisition prior to AOA use. Repaired various static leaks in pilot and copilot systems. Removed copilot airspeed indicator and sent out for repair. Inspected systems per FAR 43 App. E&F. See FAA 337 this date. Weight and balance and equipment list revised. I certify that this work has been performed in accordance with applicable manufacturer's data and applicable FAR's and has been determined to be in airworthy condition.

M.L. Caldwell III 11 SEP 17
M.L. Caldwell III date
ProAv Aircraft Services Ltd. E9TR271N WO#3435

The following altimeter system and altitude reporting equipment tests and inspections as required by FAR 91.411 i.a.w. FAR 43 App. E have been performed:

Par (a) Static system, date 11 SEP 17
Par (b) Altimeters, Model EFD1000(PFD)/EFD1000(MFD)
Serial Number 11575 / 11265
Par (c) Integrated system to 25,000 feet
Details of this inspection are on file at this repair station under
W/O 3435
Technician M.L. Caldwell III date 11 SEP 17
ProAv Aircraft Services (rev3-1-2016) CRS E9TR271N

ATC Transponder Tests and Inspections as required by FAR 91.413 (a) & (b), have been performed IAW FAR 43, Appendix E&F.

TXPR Model GTX345
S/N 3EG 007729
ENCODER Model EFD1000 (PFD)
S/N 11265
Tested to 25,000 FEET
W/O 3435
Technician M.L. Caldwell III date 11 SEP 17
ProAv Aircraft Services (rev3-1-2016) CRS E9TR271N

The following altimeter system and altitude reporting equipment tests and inspections as required by FAR 91.411 i.a.w. FAR 43 App. E have been performed:

Par (a) Static system, date 11 SEP 17
Par (b) Altimeters, Model (COPM) 5035PB-P166
Serial Number 36329
Par (c) Integrated system to 25,000 feet
Details of this inspection are on file at this repair station under
W/O 3435
Technician M.L. Caldwell III date 11 SEP 17
ProAv Aircraft Services (rev3-1-2016) CRS E9TR271N

COLUMBUS Jet Services
1990 Norton Rd.
Columbus, OH. 43228

Phone: 614-288-0323

Date:	Hobbs:	Tach:	AFTT:
10/20/2017			388.40

Removed right MLG wheel assy. Removed lower strut assy. Cleaned and replaced bearing ring assy, scraper, and seals. Reinstalled lower strut assy, serviced with fluid (5606) and nitrogen. Reinstalled MLG wheel assy. All work performed IAW Cessna 414 Service Manual.

Larry Glenn

AP 2642526

N730AF (Aircraft Logs) 4/6/2018

Cessna 414 s/n 414-0853

Inspected aircraft as required by FAR91.409 (a) (1) per inspection checklist meeting requirements of FAR 43.15 (c)(2) and FAR 43 App. D. Performed post operational checks per FAR43.15 (c) Inspected/ tested ELT as required by FAR 91.207(d). **ELT Battery Next due Aug 2021.** Installed external data plate per CFR45.11 para. (e). Replaced vacuum main inlet filter assembly (Replacement due each 500 Hr. next due 4440.0)

Reinstalled engine fire bottles #30111102 left s/n 00973A1 right s/n 00981A1 following Hydrostatic and repair, recertify by Ameron Global (CRS# OVVR461N) w.o. # 365024 and 365025. (Due again in 5 years)
Replaced vacuum relief valve filters.

Replaced fuel cap periphery Orings as required. Replaced left wing cross-feed drain valve #50C9C. Replaced left inboard aux tank fuel cell with FAA/PMA Floats and Fuel Cells #4262-3 cell. Installed serviceable fuel quantity support bracket #9910082-23. Disassembled left and right tip tanks cleaned and replaced various leaking nut-plates and resealed Replaced left/right tank drain with new FAA/PMA F75 drain valve. Replaced left aux tank fuel quantity wiring harness #9910082-19 s/n TA15894 following OVH and return to service by Tech Aire Instruments (CRS#OQ2R066L) w.o. # 97701. Reset fuel quantity empty and full readings by wet tank method per JPI instructions.

Reinstalled copilots airspeed indicator with OVH EA-5173 s/n 3717 returned to service by Keystone Instrument (CRS#BX1R050K w.o. # 17-0728. Checked static system for leakage per CFR43 Appendix E (a) (2)

Installed OVH flap motor #9910055-1 s/n 1865 returned to service by The Aviation Group (CRS#VGOR728L) w.o. # 47443. Retorqued various flap scissors link attach bolts. Re-rigged flap control system panel positions, follow-up switches, cable tensions, and safety switches per Cessna 414 maintenance manual. Minor patch repaired inboard and outboard flap panel.

Replaced elevator trim horn attach screws with new MS35206-256. Cleaned and inspected rudder torque tube and repaints. Replaced aileron trim tab rod attach bolt nuts with new MS17826-3 per IPC. Re-rigged aileron trim travel to specs.

Patch repaired wing deice boots as required.

CW Cessna SB MEB87-4 Window Retainers by installation of cabin window retainers #5311260-9 on Emergency exit and upper cabin door. CW Cessna SB MEB89-3R1 Crew Seat Back Reinforcing Strap #0890017-1 Installation. Replaced section of broken pilots seat track with new A580307.

Replaced faulty beacon switch with new #31M-7.5 switch.

Removed from tail Grimes strobe power supply #60-1520-5 and nav/strobe light head #01-0770024.

Installed in same tail location TSO-C30c type I & II and TSO-C96a Class II Whelen #OR5002V (01-0771774V02) combination LED nav/flasher. Installed per Whelen installation instructions #05131 Rev. D. Utilized existing wiring and installed switch/breaker which are of adequate ratings for this installed unit as defined in AC43.13-1B Chapter 11 Section 5. (See 337 form this date for details)

Cleaned corrosion in APU plug well and treated with corrosion spray Replaced broken springs in APU door. Cleaned areas of corrosion in nose section and treated. Replaced left wing short pressurization hose #CM3211-10B9.5 and long hose #CM3213-10-120.0

CW Cessna SB MEB97-10 Breather tube alternate breather method on left and right side.

Replaced left side alternate air control cable with new FAA/PMA Ram #1622-3.

Replaced A/C Freon line #5100106-274 and service system with Freon.

CW Cessna CAP31-10-02 and SID32-10-02 Main Landing Gear Bell Crank Pivot Bolt by replacing left and right main landing gear lock link pivot bolts. (Repeat each 500 landing or 3 years)

CW Cessna MEB08-3 Upper wing skin cracking inspection. Inspected and found heavy cracking evident.

Repaired left and right side per service bulletin and Cessna 414 Maintenance Manual (See 337 form this date for details.)

Repaired cracked and broken nose gear support tunnel area at upper retraction link area. fabricated and installed. upper angle supports and added angle doublers for further support (see 337 form this date for details)

Replaced left MLG tire and inner tube with new 6:50 x 10 Condor. Resealed and serviced left MLG strut.

Installed high strength wheel bolts #103-15500 per Cleveland PRM #37. (Cessna SB ME85-10 Main Wheel bolt Replacement)

Re-bushed left and right MLG side brace over-center link with new S1004-11B an 5041018-1 pins

Retorqued left and right side main trunnion attach bolts. Replaced nose gear assist spring #5041005-1.

Replaced left/right side nose gear drag brace bearings. #MS24461-5. Replaced nose gear steering belcrank assy with new 5942001-1.

Disassembled nose wheel for inspection for cracks and found OK reassembled for use. Properly installed bolts in left and right intermediate gear belcrank for direction critical clearance. Replaced missing fume proofing in left and right MLG wheel wells.

Re-rigged, lubricated and gear emergency operation of landing gear system per Cessna 414 Maintenance Manual.

(continued next page)

N730AF (Aircraft Logs) 4/6/2018

Cessna 414 s/n 414-0853

AD2018-03-03 eff. 2/28/18 Lower forward carry through spar insp. If under 24,975 TT 1st insp. due Before the accumulation of 15,000 TIS.

CWAD2016-17-08 eff. Sept. 12, 2016 (supersedes AD2016-07-24) Elevator Trim Hardware.

Para (f) (1) Initial replacement of hardware per Cessna MEB-27-02 Rev 1 step 3-6. PCW

CW Para (f) (2) 110 hr./OR annual inspection of hardware. (Due again at Hobbs 4050 or April 2019)

Para (f) (3) . Replacement due at any part removal event per Cessna MEB-27-02 Rev. 1 step 4-6.

CW AD2000-01-16 Effective Date Feb 15, 2000 (Supersedes AD75-23-08R5) Exhaust system inspection.

CW Para (b) exhaust visual inspection. Reset slip-joint spring settings. Replaced right engine inboard slip-joint support bracket #5250101-3. Replaced right engine inboard slip- joint assy with RAM Aircraft FAA/PMA unit #1001-3. Replaced (2) elbow to wye 1-piece clamps #2274-60. (Next Inspection Due in 50 hr. at Hobbs 3950.0) 3990.0

CW para (c) tailpipe inspection. Left/right tailpipe. Replaced left side support clamp #2274-60 and right side #2265C400-SS. Replaced right side overboard clamp with new 2274-50.

(Inspection due again in 12 months April 2019)

CW para (d) engine beam/canted bulkhead inspection by visual. Replaced aft bulkhead missing rivets in 2 places with Hilok rivets HL18-6-6 (due each 500 hr.next due at 4440.0 hr.)

CW para (e) Pressure test exhaust system. No damage found (Due again in 12 calendar months at April 2019)

Heater

CW AD2017-06-03 eff. Date 5/5/2017 Meggit (Stewart Warner) heater. (supersedes AD81-09-09) Current Heater hour meter reads "0"

Reinstalled heater (S/W 8472C/E s/n 1173 following OVH completed by Harold Haskins (CRS#IS4R269M) w.o.# 41720)

incorporating changes in Hartzell Engine Technologies Installation Instructions IN81034 Rev 8/04/2017.

These changes meet requirements of Global AMOC dated August 29,2017 and supersedes all reoccurring requirments of this AD note.

Installed Hartzell Engine Technologies Owners Manual #ES1035 (with included Airworthiness Limitations) in required Paperwork

Filed AMOC notification letter with Columbus Ohio FSDO office this date.

Note: Continued Inspection of this heater must comply with HET Airworthiness limitations section A2 of Manual consisting of

*100 or Annual Inspection visual ops check

* 250 hr./2 year Inspection

*1000 hr. or 4 year Pressure decay test (reoccurring after every 250 hr. or 4 years)

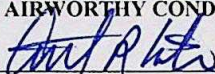
DATE 4/6/2018 HOBBS 3940.0 Aircraft TT 5863.7

Heater Time "0"

The aircraft identified was repaired and/or serviced in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to work performed.

"I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION."

Anthony R. Saxton AP32537461A



N730AF (Aircraft Logs) 4/6/2018

Cessna 414 s/n 414-0853

Replaced left/right voltage regulator with used serviceable Lamar 9910126-3 voltage regulators. Repaired wiring and connection at voltage regulators and installed proper grounds. Replaced left side alternator out sensor #9910094-3. Replaced field fuses. Set parallel on voltage regulators.

Cleaned brake calipers pins and installed new brake linings #RA66-66.

Repaired right side deice light and installed new bulb. Repaired several post lights.

Repaired left wing tie down return spring.

CWAD2016-17-08 eff. Sept. 12, 2016 (supersedes AD2016-07-24) Elevator Trim Hardware.

Para (f) (1) Initial replacement of hardware per Cessna MEB-27-02 Rev 1 step 3-6. PCW

CW Para (f) (2) 110 hr./OR annual inspection of hardware. (Due again at Hobbs 4051.3 or June 2019)

Para (f) (3) . Replacement due at any part removal event per Cessna MEB-27-02 Rev. 1 step 4-6.

CW AD2000-01-16 Effective Date Feb 15, 2000 (Supersedes AD75-23-08R5) Exhaust system inspection.

CW Para (b) exhaust visual inspection. (Next Inspection Due in 50 hr. at Hobbs 3991.3)

CW para (c) Pressure test exhaust system. No damage found (Due again in 12 calendar months at June 2019)

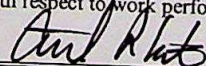
DATE 6/18/2018

HOBBS 3941.3 Aircraft TT 5965.0

Heater Time "0"

The aircraft identified was repaired and/or serviced in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to work performed.

Anthony R. Saxton AP32537461A



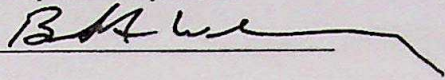


N730AF (Aircraft Logs) DATE 5/1/2018

Cessna 414 s/n 414-0853

Disassembled right main landing gear strut upper portion and fill valve. Cleaned and installed new Orings and reinstalled service valve. Service strut with hydraulic fluid (Mil H5606-A) and nitrogen.

The aircraft identified was repaired and/or serviced in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to work performed.

Brent Wiemken AP3642904 

FLIGHTSTAR

August 31, 2018

7 Airport Road
Savoy, Illinois 61874
CRS# BONR55IC

Telephone: 217-351-7700

Fax: 217-351-9843

Registration #:	N730AF	Total AC Time:	Total AC Cycles:
Manufacturer:	Cessna		
Part/Model number:	414	Aircraft Serial Number:	414-0853
Work Order No:	GA-7221	Date:	08/31/2018

- TROUBLESHOT FLAP MOTOR CIRCUIT BREAKER POPS. ACCESSED FLAP MOTOR ASSY. INSPECTED WIRING AND SWITCHES FOR SHORTS. NO DEFECTS FOUND. ENERGIZED SYSTEM WITH FLAP MOTOR WIRING DISCONNECTED, FOUND CB DID NOT POP. RESECURED WIRING AND CLOSED UP AIRCRAFT. NO FURTHER WORK DONE.

THE ARTICLE IDENTIFIED ABOVE WAS REPAIRED AND/OR INSPECTED IN ACCORDANCE WITH THE CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION, HAS BEEN DETERMINED TO BE IN AN AIRWORTHY CONDITION, AND IS APPROVED FOR RETURN TO SERVICE RELATIVE TO THE WORK PERFORMED. PERTINENT DETAILS OF THIS WORK SCOPE ARE ON FILE AT THIS REPAIR STATION UNDER THE WORK ORDER NUMBER GA-7221.

 for THE FLIGHTSTAR CORPORATION, CRS# BONR55IC



N730AF (Aircraft Logs) 4/6/2018
Cessna 414 s/n 414-0853

Removed Lamar 9910126-3 voltage regulators and Cessna #9910068-2 overvoltage controls and installed in same location left/right voltage regulator/OV control with new FAA/PMA Hartzell Engine Technologies (Plane Power) #R1224 Left s/n H-S012714 right s/n H-S012724. Wired per Installation instructions guide "H". Set parallel on voltage regulators. Installed OVH flap motor #9910055-1s/n 627 ovh and returned to service by The Aviation Group CRS#VGOR728L w.o. # 48200. Check run system, travels and emergency switch operation.

CWAD2016-17-08 eff. Sept. 12, 2016 (supersedes AD2016-07-24) Elevator Trim Hardware.

Para (f) (1) Initial replacement of hardware per Cessna MEB-27-02 Rev 1 step 3-6. PCW

CW Para (f) (2) 110 hr./OR annual inspection of hardware. (Due again at Hobbs 4053.4 or Oct. 2019)

Para (f) (3). Replacement due at any part removal event per Cessna MEB-27-02 Rev. 1 step 4-6.

CW AD2000-01-16 Effective Date Feb 15, 2000 (Supersedes AD75-23-08R5) Exhaust system inspection.

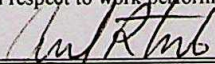
CW Para (b) exhaust visual inspection. (Next Inspection Due in 50 hr. at Hobbs3991.3)

CW para (e) Pressure test exhaust system. No damage found (Due again in 12 calendar months at Oct 2019)

DATE 10/12/2018

HOBBS 3941.3

The aircraft identified was repaired and/or serviced in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to work performed.

Anthony R. Saxton AP32537461A 

N730AF (Aircraft Logs)
Cessna 414 s/n 414-0853

18

Inspected aircraft as required by FAR91.409 (a) (1) per inspection checklist meeting requirements of FAR 43.15 (c)(2) and FAR 43 App. D. Performed post operational checks per FAR43.15 (c) Inspected/ tested ELT as required by FAR 91.207(d). Replaced and in panel unit. ELT Battery Next due Aug 2021.

C&D Heater required ICA CW Para VII (B) 100 hr. ANNUAL (Heater Hobbs 14.7)

Replaced vacuum relief valve filters. Installed new tail deice valve #3D2352-1 s/n R1459

Flushed A/C freon system Replaced left and right side evaporators with used serviceable units and installed new automatic expansion valves

#ES26101-4. Serviced unit with 2.5 lb. R12 freon. Replaced O-ring on A/C compressor motor.

Replaced 3 CM3535-1 dimmer control sliders on lights. Replaced two dimming transistors 2N3055 and radio light circuit breaker #7277-2-5.

Replaced fuse in windshield heat circuit. Left wing fuse block cleaned connections. Replaced right wing locker light bulb and switch.

Replaced battery cover hold down #5118348-4 and cover 5118347-11.

Replaced scupper drain line in left and right wing locker.

Removed rudder and repaired lower hinge point upper bracket and cleaned internal corrosion and riveted. Checked rudder balance per Cessna

414 Maintenance manual and replaced pivot bearings all new attach bolts. Replaced rudder bonding strap with new 0831005-1 and replaced

rudder trim rod close out boot #5133016-2.. Checked rudder cable tensions and rudder travel. Re-aligned elevator trim wheel

Dissassembled and repaired rudder trim actuator with new groove pins and orings. Lubed with Molycoat 33 Reinstalled /reset rudder trim travel.

Cleaned surface corrosion on nose area, and on right wing lower outboard, left wing inboard. . and treated. Cleaned area of surface corrosion on

left and right engine aft canted bulkhead. Minor patch repaired left top cowling louvers and right engine inboard cowling and nose bowls.

Replaced fuel cap periphery Orings as required. Replaced left tip tank drain valve with new #F75. Replaced right side aux inline fuel pump with

OVH Dukes 4140-00-153 s/n 2262 OVH and returned to service by CJ Aviation Inc. (CRS#YPGR715L) w.o. # 27985. Removed right tip tank

pump and replaced mounting gasket and reassembled.

Replaced right main landing gear tire and tube. (6:50x10 Condor). CW Cessna SB ME85-10 left and right Main Wheel high strength bolt by

Replacement with 103-15500 bolts. (Cleveland PRM #37) right Main only. Replaced sections of gear door seal. Replaced left MLG outboard

door hinge. Replaced brake disc with new RA164-06406 and new right side linings RA066-06600.

Re-rigged, lubricated and gear emergency operation of landing gear system per Cessna 414 Maintenance Manual.

CWAD2016-17-08 eff. Sept. 12, 2016 (supersedes AD2016-07-24) Elevator Trim Hardware.

Para (f) (1) Initial replacement of hardware per Cessna MEB-27-02 Rev 1 step 3-6. PCW

CW Para (f) (2) 110 hr./OR annual inspection of hardware. (Due again at Hobbs 110.0 or July 2020)

Para (f) (3) . Replacement due at any part removal event per Cessna MEB-27-02 Rev. 1 step 4-6.

CW AD2000-01-16 Effective Date Feb 15, 2000 (Supersedes AD75-23-08R5) Exhaust system inspection.

CW Para (b) exhaust visual inspection. Retensioned slip joint springs to specs. Patch various heat shields .

(Next Inspection Due in 50 hr. at Hobbs 50.0)

CW para (c) tailpipe inspection. Left/right tailpipe. (Inspection due again in 12 months July 2020)

CW para (e) Pressure test exhaust system. No damage found (Due again in 12 calendar months at July 2020)

DATE 7/19/2019

HOBBS "0" Removed hobbs reads 3943.4

Approx Aircraft TT 5867.1

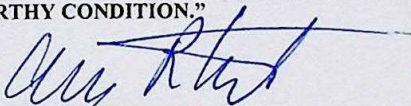
Heater Time 14.7

The aircraft identified was repaired and/or serviced in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to work performed.

"I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION."

TAS
Twin Cessna Specialists
WWW.TAS-AVIATION.COM

Anthony R. Saxton AP32537461A



N730AF (Aircraft Logs)
Cessna 414 s/n 414-0853

Removed existing Ameri-King Corp AK-451 s/n 10895 ELT

Installed in same location Kannard (Orolia SAS) unit part # S1851501-02 s/n LX1101046670. Installed bracket to existing mount meeting requirements of Kannard Aviation Installation Manual #DOC099081E. (HEX CODE 2DC86B29CCFFBFF) (Checksum :CFE57)

Installed with Kannard RetroFit Kit P/N 1202573 s/n LX1101068460 (mounted panel remote unit ##S1820513-25 in same location as old removed unit.

Connected unit to existing coax and rod type ELT Antenna per Kannard directions. (See 337 form this date for details)

AD2017-16-01 eff. 10/24/2017 Ameri-King Corp. AK-450 & AK451 ELT. Operational check per Ameri-King Doc IM-450 /IM451 is no longer applicable (affected unit removed)

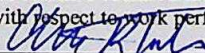
DATE 7/23/2019

HOBBS "0" Removed hobbs reads 3943.4

Approx Aircraft TT 5867.1

The aircraft identified was repaired and/or serviced in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to work performed.

Anthony R. Saxton AP32537461A



N730AF (Aircraft Logs)
Cessna 414 s/n 414-0853

Removed A/C hydraulic system and found partial blockage from debris. Remove reservoir and control valve and cleaned. Removed drain/vent line that was plugged and fabricated new section of line and cleaned drain valve. Replaced all section of flex hoses with new Mil-H-6000 hose. Installed new reservoir cap Reassembled removed equipment and replaced A/C filter element with new AN6235-3A (Due each 400 hr.) and filled with 5606A hydraulic fluid.
Removed engine driven pump and found drive shattered and shaft broken. Installed serviceable pump #24343LAD s/n 9K 39SD
Test run and A/C works but no annunciator light. Replaced sensor switch with serviceable unit #9910287-11. Test run system OK.
CW AD2000-01-16 Effective Date Feb 15, 2000 (Supersedes AD75-23-08R5) Exhaust system inspection.
CW Para (b) exhaust visual inspection. (Next Inspection Due in 50 hr. at Hobbs 90.3)

DATE 9/21/2019

HOBBS 40.3

Approx Aircraft TT 5907.4

The aircraft identified was repaired and/or serviced in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to work performed.



Anthony R. Saxton AP32537461A

N730AF (Aircraft Logs)
Cessna 414 s/n 414-0853

Removed left and right props for OVH: Reinstalled;
Left: MCCAuley 3AF32C-93-N2R s/n 789125
Right MCCAuley 3AF32C93-N2R S/N 789125
Cessna MEL-74-03 (Slick SB1-19) Slick mags NA due to installed Bendix 1200 series Mags.
CW AD2000-01-16 Effective Date Feb 15, 2000 (Supersedes AD75-23-08R5) Exhaust system inspection.
CW Para (b) exhaust visual inspection. Retensioned slip joint springs to specs. Patch various heat shields.
(Next Inspection Due in 50 hr. at Hobbs 130.3)
CW para (e) Pressure test exhaust system. No damage found (Due again in 12 calendar months at Feb 2021)

DATE 2/12/2020

HOBBS 80.3

Approx Aircraft TT 5907.1

The aircraft identified was repaired and/or serviced in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to work performed.



Anthony R. Saxton AP32537461A



Specializing In Aircraft Refinishing

Flying Colors Aviation, Inc.
612 Woodland Ave.
Benton Harbor, MI 49022
Phone: 269.925.9418
www.FlyingColorsAviation.com

Date: 06/19/2020 Make: Cessna Model: 414 S/N: 414-0853 Reg. Number: N730AF
Tach: Hobbs:

Stripped and Painted Aircraft. IAW Scheme Designers layout specification REF#: N730AF-3-23-20-0

Primer 1 - Sherwin Williams Zinc-Chromate Epoxy CMO-483-660

Primer 2 - Sherwin Williams High Solids Epoxy CMO-480-920

Sealer - Axalta Chromax, Urethans Sealer 7710S

Base Color - Sikkens Autobase Plus, Ice White, Chevrolet GBU, Solid White

Accent Color 1 - Sikkens Autobase Plus: Viper Blue, Dodge Viper, 1996-2013 GTS, AKZO 343D6, Metallic/Pearl Blue

Accent Color 2 - Sikkens Autobase Plus: Carbon Flash, Chevrolet Corvette, 58,58U; Metallic Black

Accent Color 3 - Sikkens Autobase Plus: Silver (Grey/Brown) 353D1; Silver Metallic.

Clear coat: Axalta Chromax: HC7776S 4:1 Snap Dry, Buffing Clear; Wet-sanded and Buffed Clear.

Replaced all worn miscellaneous hardware, Removed Vortex Generators during stripping, re-installed VG's IAW Micro Aero Dynamics

Installation Manual: MA2011 REV C. Replaced RH Outboard aileron Bearing PN: ASR4-402, Replaced RH Elevator attach Taper Pin PN:

5035017-1, Replaced cabin door LH stair cable; adjusted cables for equal tension, Repaired RH/LH nacelle drain scuppers, Adjusted

MECDO locks for proper operation. Sealed Windows and Boot Edges with PR1425B1/2 Pro-seal. Installed exterior placards.

All control surfaces were removed, painted, balanced verified and reinstalled. All work performed in accordance with manufacturer's instructions. No applicable change to aircraft weight and balance.

A&P, IA Ken Kaminski 3471000

N730AF (Aircraft Logs)
Cessna 414 s/n 414-0853

Inspected aircraft as required by FAR91.409 (a) (1) per inspection checklist meeting requirements of FAR 43.15 (c)(2) and FAR 43 App. D. Performed post operational checks per FAR43.15 (c) Inspected/ tested ELT as required by FAR 91.207(d. ELT Battery Next due Aug 2021. C&D Heater required ICA CW Para VII (B) 100 hr. ANNUAL (Heater Hobbs 29.9) Replaced fuel line grommet.

CW Para A.2.C. 250hr. / 2 year

Service A/C with 2.5 lb. Freon R12.

Replaced vacuum relief valve filters.

Repaired two sheared rivets in right side nose support structure for truss attach by installation of HiLock style 1/64" oversize rivets.

Replaced fuel cap periphery Orings as required. Replaced right wing aux tank upper filler attach gasket with new screws.

Reinstalled left and right fuel selector valves XV2096 s/n 082120 and 082020 following OVH and return to service by The Aviation Group (CRS#VGOR728L w.o. # 50666 and 50665.

Replaced elevator trim horn to trim tab attach screws (4) with new MS35206-256 & MS21042-08 nuts. Properly saftied missing left/ right wing aileron inboard attach nuts. Installed correct hardware (AN23-12 and MS17826-3) per IPC on rudder cable to rudder attach.

Replaced left and right pilot rudder peddles return springs with new 0861711-3. Rigged elevator trim travel to specifications. Reigged rudder cable tension to specs.

Replaced right wing locker light bulb. Replaced left hot bus fuse holder with new 356004. Replaced left wing lock inline breaker #7277-2-5.

Replaced left side pressure ducting #CM3211-10B9.5

Replaced right side alternator out light sensor #9910094-4.

Replaced right side alternator with OVH ALV9510 S/N 4M000171 returned to service by Aerotech of Louisville (CRS#PU4R453M) w.o. # 133788. Installed with OVH elastomeric clutch #646655 s/n QAA060816 returned to service by Quality Aircraft Accessories (CRS#QYIR334Y) w.o. # 060816. New washer #630691 and new attach nut and cotter key.

Installed Alternator front mount gear drive and Drive Coupling installation per Continental M-O Procedures manual 10-4.1 through 10-4.1.5 (torque to 300-450 inch lbs.) and Hartzel Service Information letter A-140.

Replaced cabin door latch spring #5111520-4. Repaired upper cabin door hydraulic fastener clip.

Installed PM Research nose cone boot #PM-56N

Replaced all landing gear seal with new S1058-1-144. Replaced pilot side left brake master cyl. Flex line with Stratoflex 111-4 hose with existing reused ends. Bleed brake. Replaced left and right MLG brake disc with new RA164-06404 disc and all new pads RA66-66.

Replaced right MLG tire (6:50 x 10 Michilien Condor and inner tube. Replaced missing fume proofing in inner gear well.

Removed cracked 3 piece nose wheel and installed new Cleveland 40-76F replacement two piece wheel.

Re-rigged, lubricated and gear emergency operation of landing gear system per Cessna 414 Maintenance Manual.

CWAD2016-17-08 eff. Sept. 12, 2016 (supersedes AD2016-07-24) Elevator Trim Hardware.

Para (f) (1) Initial replacement of hardware per Cessna MEB-27-02 Rev 1 step 3-6. PCW

CW Para (f) (2) 110 hr./OR annual inspection of hardware. (Due again at ~~Hobbs 110.0 or July 2020~~ **Hobbs 200.5 or Sep 2021**)

CW Para (f) (3) . Replacement of hardware due to non-compliance at paint shop. Replaced with new attach bolts and nuts per MEB-27-02 Next due at any part removal event per Cessna MEB-27-02 Rev. 1 step 4-6.

CW AD2000-01-16 Effective Date Feb 15, 2000 (Supersedes AD75-23-08R5) Exhaust system inspection.

CW Para (b) exhaust visual inspection. Retensioned slip joint springs to specs. Patch various heat shields . (Next Inspection Due in 50 hr. at Hobbs 140.5)

CW para (c) tailpipe inspection. Left/right tailpipe.

Left side inspection next due in 12 months, (Due Sep. 2021)

Replaced right side with new Heliarc Welding Service #HWS-340414-2 s/n 789 (1st Insp. due at Sep 2025)

CW para (e) Pressure test exhaust system. No damage found (Due again in 12 calendar months at Sep. 2021)

DATE 9/17/2020

HOBBS 90.5

Approx Aircraft TT 5957.6

Heater Time 29.9

The aircraft identified was repaired and/or serviced in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to work performed.

"I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION."



Anthony R. Saxton AP32537461A

N730AF (Aircraft Logs)
Cessna 414 s/n 414-0853

Replaced left wing outboard aux tank bladder with new Floats and Fuel Cells #4142-3 s/n CR2751 mfg.date 09-20. Reset aux tank empty fuel quantity setting and rechecked after filling for leaks and quantity gauge full reading.

DATE 11/18/2020

HOBBS 108.6

Approx Aircraft TT 5975.7

The aircraft identified was repaired and/or serviced in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to work performed.



Anthony R. Saxton AP32537461A

N730AF (Aircraft Logs)

Cessna 414 s/n 414-0853

CWAD2016-17-08 eff. Sept. 12, 2016 (supersedes AD2016-07-24) Elevator Trim Hardware.

Para (f) (1) Initial replacement of hardware per Cessna MEB-27-02 Rev 1 step 3-6. PCW

CW Para (f) (2) 110 hr./OR annual inspection of hardware. (Due again at Hobbs 249.1 or June 2022)

CW AD2000-01-16 Effective Date Feb 15, 2000 (Supersedes AD75-23-08R5) Exhaust system inspection.

CW Para (b) exhaust visual inspection. (Next Inspection Due in 50 hr. at Hobbs 189.1)

CW para (e) Pressure test exhaust system. No damage found (Due again in 12 calendar months at June 2022)

DATE 6/8/2021

HOBBS 139.1

Approx Aircraft TT 6008.2

The aircraft identified was repaired and/or serviced in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to work performed.



Anthony R. Saxton AP32537461A

Anthony R. Saxton

N730AF (Aircraft Logs)

Cessna 414 s/n 414-0853

Reinstalled right fuel selector valves XV2096 s/n 082120 following repair and return to service by The Aviation Group (CRS#VGOR728L w.o. # 51732.

Replaced right side alternator with serviceable ALV9510 S/N G1128-9. (alternator time ins service 123.0 hr.)

Installed with previous installed elastomeric clutch #646655 s/n QAA060816 (clutch time in service 48.6) new attach nut and cotter key. Installed Alternator front mount gear drive and Drive Coupling installation per Continental M-O Procedures manual 10-4.1 through 10-4.1.5 (torque to 300-450 inch lbs.) and Hartzel Service Information letter A-140.

DATE 7/20/2021

HOBBS 139.1

Approx Aircraft TT 6008.2

The aircraft identified was repaired and/or serviced in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to work performed.



Anthony R. Saxton AP32537461A

Anthony R. Saxton

GREAT LAKES AVIATION & RADIO ~ 2GLR662B

A/C N730AF Dual ☒ Date 10-27-2021

ATC Transponder checked i/a/w 14CFR: 91.413 & 43F

Encoder ckd to 35,000 ft i/a/w 14CFR:91.411 & 43E(c)

Static system checked i/a/w 14CFR 91-411 part 43 ☒

Work Order 836

By: Norman D. McLean 2GLR662B

REPAIR STATION 20LR662B

Altimeter Scale Error
Correction Card

TEST PT(FT)	Indicator Reading at +25c	TEST	Indicator Reading at +25c
-1,000	-20	30,000	H/O
0	-20	35,000	+15
500	-20	40,000	
1,000	-20	45,000	
1,500	-20	50,000	
2,000	-20	55,000	
3,000	-30	60,000	
4,000	-25	70,000	
6,000	-35	80,000	
8,000	-30		
10,000	-25		
12,000	-30		
14,000	-30		
16,000	-30		
18,000	-20		
20,000	-20		
22,000	-15		
25,000	-10		

Altimeter
Position
Pilot ☒
Copilot ☐

ALT. S/N 11575
DATE 10-21-2021

REPAIR STATION 20LR662B

Altimeter Scale Error
Correction Card

TEST PT(FT)	Indicator Reading at +25c	TEST	Indicator Reading at +25c
-1,000	-20	30,000	-10
0	-15	35,000	-60
500	-5	40,000	
1,000	-20	45,000	
1,500	-5	50,000	
2,000	-10	55,000	
3,000	-10	60,000	
4,000	-10	70,000	
6,000	-10	80,000	
8,000	-50		
10,000	-70		
12,000	-80		
14,000	-80		
16,000	-80		
18,000	-70		
20,000	-60		
22,000	-50		
25,000	-30		

Altimeter
Position
Pilot ☐
Copilot ☒

ALT. S/N 31779
DATE 10-21-2021

22

N730AF (Aircraft Logs)
Cessna 414 s/n 414-0853

Inspected aircraft as required by FAR91.409 (a) (1) per inspection checklist meeting requirements of FAR 43.15 (c)(2) and FAR 43 App. D.
 Performed post operational checks per FAR43.15 (c)

- Inspected/ tested ELT as required by FAR 91.207(d. **ELT Battery Next due Sep 2025.**
- Hydrostatic test per DOT 49 CFR, 3AA oxygen bottle by Snows Fire Protection (DOT#A727) (Due again in 5 years at Nov 2026)
- Replaced vacuum relief valve filters Replaced fuel cap periphery Orings as required
- Cleaned nose area under heater and treated with Cor-Ban 35 corrosion treatment.
- Installed new left and right cowl flap rod ends #SL104-1
- Re-rigged, lubricated and gear emergency operation of landing gear system per Cessna 414 Maintenance Manual.
- Removed cracked 3 piece nose wheel and installed new Cleveland 40-76F replacement two piece wheel.

CWAD2016-17-08 eff. Sept. 12, 2016 (supersedes AD2016-07-24) Elevator Trim Hardware.

Para (f) (1) Initial replacement of hardware per Cessna MEB-27-02 Rev 1 step 3-6. PCW

CW Para (f) (2) 110 hr./OR annual inspection of hardware. (Due again at Hobbs 272.5 or Nov 2022)

Para (f) (3) . Replacement of hardware due at any part removal event per Cessna MEB-27-02 Rev. 1 step 4-6.

Replaced right MLG tire (6:50 x 10 Michilien Condor and inner tube. Replaced missing fume proofing in inner gear well.

CW AD2000-01-16 Effective Date Feb 15, 2000 (Supersedes AD75-23-08R5) Exhaust system inspection.

CW Para (b) exhaust visual inspection and found OK (Next Inspection Due in 50 hr. at Hobbs 212.5)

CW para (c) tailpipe inspection. Left/right tailpipe.

Left side inspection next due in 12 months, (Due Nov. 2022)

Right side with (1st Insp. due at Sep 2025)

CW para (e) Pressure test exhaust system. No damage found (Due again in 12 calendar months at Nov 2022)

AD2020-19-06 eff 3/3/20 McCauley Prop Gov. faulty gear

LEFT: McCauley DCFS290D9F/T3 s/n 050112 RIGHT: McCauley DCFS290D9F/T3 s/n 900008

Inspected in accordance with para (c) of the AD and found s/n not in affected group (para (c) (1) and log review shows no repair or OVH in affected calendar time per para (c) (2)

CW Stewart Warner heater with AMOC completed 100 hr. /Annual Insp. per para B. of ICA (current heater time 37.0)

DATE 11/5/2021

HOBBS 162.5

Approx Aircraft TT 6029.4

Heater Time 37.0

The aircraft identified was repaired and/or serviced in accordance with current Federal Aviation Administration regulations and is hereby approved for return to service with respect to work performed.

"I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION."

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Anthony R. Saxton AP32537461A

Anthony R. Saxton



New Mexico Aero Service LLC - 50 George Applebay Way Hangar 93 - Moriarty, NM 87035 - (505)307-3918

N730AF

CESSNA, 414, S/N: 414-0853

March 16, 2023

Hobbs: 238.8

SINCE NEW (Hobbs):
6105.7

1. Performed Annual inspection per Title 14CFR chapter 43, appendix D. I certify that this airframe has been inspected IAW annual inspection and was determined to be in an airworthy condition.
2. All airworthiness directives including airframe, engines, propellers & accessories have been researched through aviation DataBases updated March 6, 2023 as of Biweekly 2023-05/-06. All have been completed or are up to date. Applicable recurring AD's shown below:.
3. ELT inspected per FAR91.207 Battery due Sept 2025.
4. Performed landing gear rigging inspection per Cessna 414 Service Manual & Twin Cessna Flyer rig it right guide. Lubricated all gear zerk fittings. Found tensions to be within specifications of service manual. Serviced struts with MIL-H-5606 and nitrogen. Gear functional checked ok.
5. Re-installed cabin pressurization controller PN 130360-1 SN 36-368 after overhaul by Ford instruments & accessories under WO# 03365. Installed new cabin pressurization dump locking toggle switch PN 229-8E2011-Z. Inspected all gear rod boots, outflow valves, heating ducting for pressure leaks and none noted. System functional tested ok. Installed P/N 130360 - Pressurization controller (OVERHAULED) S/N: 36-368.
6. Repaired broken compass mount and re-installed.
7. Found oxygen leaks at service valve. Repaired leaks as necessary and serviced system. No further leaks noted.
8. Changed left main tire and tube Condor 6.50x10 10PLY set to 80psi. Greased all bearings with Aeroshell 7. Installed P/N 6.50 x 10 x 8 Condor - Tire.
9. Removed both brake calipers cleaned, re-sealed and re-installed. Serviced brakes with MIL-H-5606. Functional tested ok no further leaks noted.
10. Re-installed both engine compartment fire bottles after overhaul by Aerospace Turbine Rotables under WO# WO189818 See attached FAA Form 8130. Hydro next due March 2028. Installed P/N 30111102 - Fire extinguisher bottle assy S/N: 973A1, Installed P/N 30111102 - Fire extinguisher bottle assy S/N: 281A1.
11. Thoroughly degreased entire aircraft. Washed airframe and hand waxed per AC43.13-1B. Cleaned and sealed de-ice boots. Cleaned interior sidewalls, carpeting, & seats.
12. Completed cabin heater Instructions for Continued Airworthiness as outlined on page 8 The Airworthiness Limitations Section 7.2. of MM10001 REV. L dated May 21, 2015 HET Service manual. Current Heater Hobbs 47.8.
13. AD90-02-13 Main Landing Gear - P/C/W terminated per part (B) 5/6/1991.
14. AD2000-01-16 Engine exhaust system - C/W per part (b) visual exhaust system next due 50 hrs [Hobbs: 288.8], part (c) tailpipes next due 12 months [April 2024], (d) visual beams inspection next due 500 hrs [AFTT 6363.7], part (e) pressure test next due 12 months [April 2024], (f) v-band clamps P/C/W, (g) aft of slip joint inspection due every 2500 hours or 12 years [AFTT 7956 or Jan 2026].
15. AD2016-17-08 Elevator trim tab - C/W per part (f) (2) next due 110 hours or 12 months [Hobbs: 348.8 or April 2024].
16. AD2018-03-03 R1 Lower forward spar carry through cracks -Docket No. FAA-2018-0068; Product Identifier 2017-CE-049-AD; Amendment 39-19276- Not due per (i)(2)(i) until 50 hours before or upon accumulating 12,000 hours TIS on the carry through spar cap.

With respect to the work performed, this airframe is approved for return to service. Details of work performed are on file with New Mexico Aero Service LLC. under work order: NMA_WO-918.

Fernando Nunez IA/AP 2749192

3/16/23

#24

wo: WO_1200

Airframe - page 1 of 1



New Mexico Aero Service LLC. · 50 George Applebay Way Hangar 93 · Moriarty, NM 87035 · (505)307-3918

N730AF
Hobbs: 274.0

CESSNA, 414, S/N: 414-0853
SINCE NEW (Hobbs):
6140.9

August 20, 2024

1. Performed Annual inspection per Title 14CFR chapter 43, appendix D. I certify that this airframe has been inspected IAW annual inspection and was determined to be in an airworthy condition.
2. All airworthiness directives including airframe, engines, propellers & accessories have been researched through aviation DataBases updated August 16th, 2024 as of Biweekly 2024-17. All have been completed or are up to date. Applicable recurring AD's shown below:.
3. ELT inspected per FAR91.207 Battery due Sept 2025.
4. Performed landing gear rigging inspection per Cessna 414 Service Manual & Twin Cessna Flyer rig it right guide. Lubricated all gear zerk fittings. Found tensions to be within specifications of service manual. Serviced struts with MIL-H-5606 and nitrogen. Gear functional checked ok.
5. Right - Removed seized fuel selector valve and installed serviceable complete assembly PN 5126205-2 per Cessna 414 Service manual. Found selector control cable stiff and worked with lubrication. Tested fuel system from Aux and Main both tanks functional tested normally. Installed P/N 5126205-2 - Fuel selector assy - Twin Cessna.
6. Thoroughly degreased entire aircraft. Washed airframe and hand waxed per AC43.13-1B. Cleaned and sealed de-ice boots. Cleaned interior sidewalls, carpeting, & seats.
7. Completed cabin heater Instructions for Continued Airworthiness as outlined on page 8 The Airworthiness Limitations Section 7.2. of MM10001 REV. L dated May 21, 2015 HET Service manual. Current Heater Hobbs 52.2.
8. AD2000-01-16 Engine exhaust system - C/W per part (b) visual exhaust system next due 50 hrs [Hobbs: 324.0], part (c) tailpipes next due 12 months [Aug 2025], (d) visual beams inspection next due 500 hrs [AFTT 6363.7], part (e) pressure test next due 12 months [Aug 2025], (f) v-band clamps P/C/W terminated, (g) aft of slip joint inspection due every 2500 hours or 12 years [AFTT 7956 or Jan 2026].
9. AD2016-17-08 Elevator trim tab - C/W per part (f) (2) next due 110 hours or 12 months [Hobbs: 384.0 or Aug 2025].
10. AD2018-03-03 R1 Lower forward spar carry through cracks -Docket No. FAA-2018-0068; Product Identifier 2017-CE-049-AD; Amendment 39-19276- Not due per (i)(2)(i) until 50 hours before or upon accumulating 12,000 hours TIS on the carry through spar cap.

With respect to the work performed, this airframe is approved for return to service. Details of work performed are on file with New Mexico Aero Service LLC. under work order: WO_1200.

Fernando Nunez IA/AP 2749192

8/20/24

#24 Last page
closed log

NEXT LOG IS
RAM BOOK #5

Fernando G. Nunez
IA 2749192 AP

[Signature]

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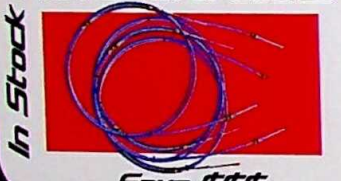
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AIRFRAME MAINTENANCE RECORDS

Log No. #5

Aircraft Registration No. N730AF

Model 414

Serial No. 414-0853

Started Sept 2025

Waco Regional Airport
7505 Karl May Drive • P.O. Box 5219 • Waco, Texas 76708
Phone: (254) 752-8381 Fax: 254-752-3307
www.ramaircraft.com

wo: WO_1371

Airframe - page 1 of 1



New Mexico Aero Service LLC · 50 George Applebay Way Hangar 93 · Moriarty, NM 87035 · (505)307-3918

N730AF
Hobbs: 286.3

CESSNA, 414, S/N: 414-0853
SINCE NEW (Hobbs):
6153.2

October 01, 2025

1. Performed Annual inspection per Title 14CFR chapter 43, appendix D. I certify that this airframe has been inspected IAW annual inspection and was determined to be in an airworthy condition.
2. All airworthiness directives including airframe, engines, propellers & accessories have been researched through Aviation Data group updated August 27, 2025 as of Biweekly revision 2025-17 08/11/2025-08/24/2025. All have been complied with or are up to date. Applicable recurring AD's are shown below:
3. ELT inspected per FAR91.207 Battery due Nov 2029 Installed P/N S1840510-01 - Kannad ELT Battery.
4. Performed landing gear rigging inspection per Cessna 414 service manual & Twin Cessna Flyer rig it right guide. Completely re-rigged system and set tensions to be within specifications of service manual as follows: Left main 50lbs, 17/16 lbs inner doors, Right main 45lbs, 25/19 inner, Nose DL 23lbs, UL 80lbs. Serviced struts with MIL-H-5606 and nitrogen. Gear functional checked ok. Lubricated all gear zerk fittings.
5. Removed any existing freon and pulled a vacuum on the system for 24 hours with no leak down. Serviced Air condition system with 2.5 lbs of R12 Freon as per Keith AC system service manual TR-128. Functional test ok. Installed (2) P/N R12 freon - Air-conditioning Refrigerant.
6. Installed new upper passenger door spring. Installed P/N 12HS - Baggage door strut.
7. Found heater fuel pump inop. Re-installed combustion blower and fuel pump Assembly PN G722132 after overhaul by Aircraft heating and electrical under WO# 30781.
8. Thoroughly degreased entire aircraft. Washed airframe and hand waxed per AC43.13-1B. Cleaned and sealed de-ice boots. Cleaned interior sidewalls, carpeting, & seats.
9. Completed cabin heater Instructions for Continued Airworthiness as outlined on page 8 The Airworthiness Limitations Section 7.2. of MM10001 REV. L dated May 21, 2015 HET Service manual. Current Heater Hobbs 52.2 Pressure decay test ok at this time next due 250hr or 2 years. Oct 2027.
10. AD2000-01-16 Engine exhaust system - C/W per part (b) visual exhaust system next due 50 hrs [Hobbs: 336.3], part (c) tailpipes next due 12 months [Oct 2026], (d) visual beams inspection next due 500 hrs [AFTT 6363.7], part (e) pressure test next due 12 months [Oct 2026], (f) v-band clamps P/C/W terminated, (g) aft of slip joint inspection due every 2500 hours or 12 years [AFTT 7956 or Jan 2026].
11. AD2016-17-08 Elevator trim tab - C/W per part (f) (2) next due 110 hours or 12 months [Hobbs: 396.3 or Oct 2026].
12. AD2018-03-03 R1 Lower forward spar carry through cracks -Docket No. FAA-2018-0068; Product Identifier 2017-CE-049-AD; Amendment 39-19276- Not due per (i)(2)(i) until 50 hours before or upon accumulating 12,000 hours TIS on the carry through spar cap.

With respect to the work performed, this airframe is approved for return to service. Details of work performed are on file with New Mexico Aero Service LLC. under work order: WO 1371.

Fernando Nunez IA/AP 2749192

10/1/25

SUB-TOTALS this page

TOTALS—Carry forward to next page

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