

AIRCRAFT MAINTENANCE RECORDS

N 731NU

AIRFRAME

LOG BOOK #4



AIRCRAFT

MAINTENANCE RECORDS

Owner _____

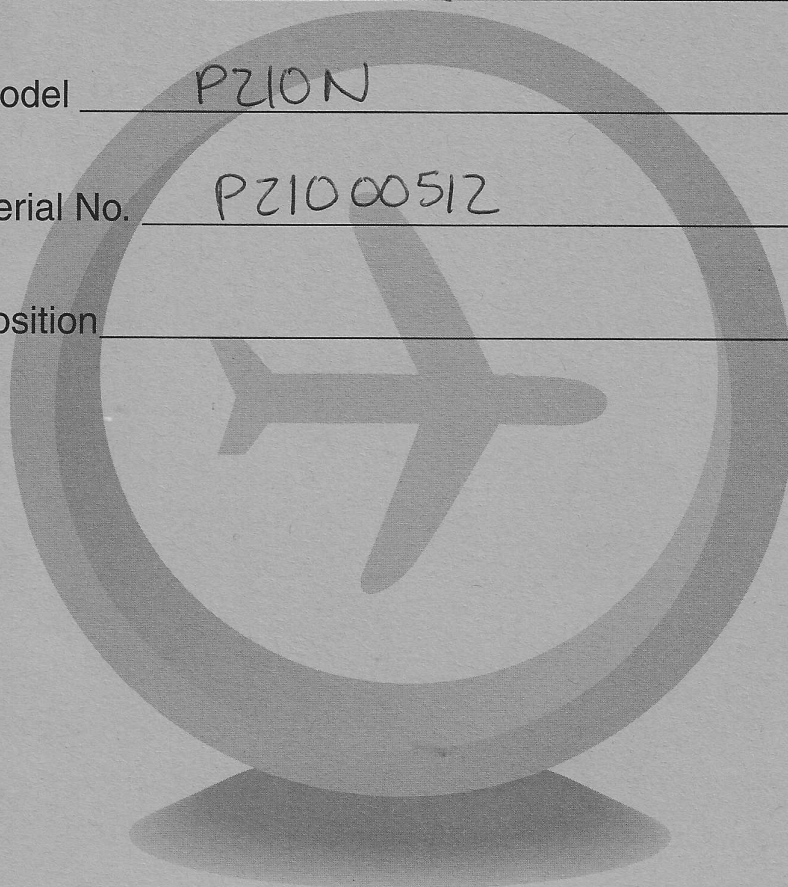
Aircraft Registration **N** 731NU

Manufacturer Cessna

Model P210N

Serial No. P21000512

Position _____



Page No. _____

TOTAL - CARRY FORWARD TO NEXT PAGE

AIRCRAFT MAINTENANCE RECORD

Page No. _____

Date	Total Time	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK
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wo: 5950

Airframe Annual - page 1 of 1



Classic Aviation - 69 Aviation Circle - Weyers Cave, VA 24486 - (540)234-0226

N731NU

AFTT: 5166.7
PROP SMOH: 1490.2

CESSNA, P210N, S/N: P21000512

ENG SMOH: 1490.2
TACH: 1471.6
ENG TT: 5166.7

February 16, 2023

HOBBS: 5181.5

AIRFRAME:

Inspected this aircraft in reference to the Cessna P210 Series Service Manual to include the scope and detail of 14 CFR Part 43 Appendix D. Calculated aircraft and component times, searched for new AD's, and updated AD Compliance report. AD 84-26-02 Paper Induction Filters does not apply to Donaldson induction filters. Induction filter replaced at 1282.07 tach, manufacturer recommended replacement 500 hours. C/W AD 11-10-09 Seat Rail/Track Assembly by visual and dimensional inspection per paragraph G. No discrepancies found. This AD is due every 100 hours TIS or every 12 months, FEB-2024 or 5266.7 AFTT WOF. C/W AD 12-10-04 Wing Lower Main Spar Cap Cracks per Cessna SEL-57-01 Rev. 1, no defects found. This AD is due every 100 hours TIS or 12 months, WOF. Next time due 5266.7 AFTT. C/W ICA for Garmin G5 per Garmin Manual P/N 190-01112-11, December 2017, Rev.4, Section 4. No defects found. Battery capacity reads 97%. C/W ICA for for Plane Power Alternator in reference to Hartzell Engine Technologies, LLC. STC SA11137SC Annual/100 hour inspection with no discrepancies found. Reinstalled alternator belt, set tension to 12 ft/lbs., torqued adjustment hardware and safety wired. C/W Mandatory Service Letter SEL-28-10 by visual inspection. SEL did not apply. Removed and replaced fuel strainer bowl P/N MC0756008-1 due to cracks found. Installed new vacuum regulator element P/N RA-B3-5-1 and central vacuum filter P/N RA-D9-18-1. Serviced all wheel bearings. Serviced tires. Serviced brake master cylinders and hydraulic power pack with 5606 hydraulic fluid. Inspected and cleaned induction filter. Operationally tested all lights, interior and exterior. Inspected all control surfaces, push-pull tubes, cables, turnbuckles, pulleys, bell cranks, chains, and sprockets. Removed LH top fuel access panel, cleaned PRC from panel, access hole, and screws. Inspected area for defects, none found. Reinstalled panel with PRC sealant P/N PR1422 B1/2. Removed and replaced turbocharger OFF P/N 465680-9004. S/N YK006730, ON P/N 465680-9004 S/N KH0183 using a new gasket P/N 640877. Pre-oiled turbo prior to post maintenance run-up. Operational check satisfactory, no leaks noted. Duplicated/fabricated and installed magneto pressurization hoses Replaced magneto pressurization filter P/N 653386. Installed new JPI EGT probe kit 1280 on cylinder #2, operational test normal. Inspected and lubricated cowl flap linkage. Operational test good. Installed new RH wing tip vent tube P/N 1200406-85. Performed a test of the LH and RH wing tip fuel vent check valves which was inconclusive. Replaced both valves with customer supplied valves P/N S2358-1. Defueled RH fuel tank. Removed RH fuel reservoir. Reinstalled RH Fuel Reservoir after weld repair. Refueled RH wing. No leaks detected. Installed new Autopilot Disconnect switch P/N 1270840-2 in the Trim Disconnect location (as switches are identical) and installed new covers on both switches. Functional test revealed no discrepancies. Removed damaged bonding straps, fabricated and installed new outboard aileron bonding straps. Fabricated and affixed fuel octane/capacity placards aft of fuel filler cap as per the aircraft POH. Removed, bead blasted and flushed induction balance tube assembly for weld repairs. Cleaned, inspected, and reinstalled balance tube after repairs. Torque checked and tightened hydraulic system B-nuts. Performed operational test. No leaks detected. Installed new brake linings P/N RA 066-10500 on LH and RH brake assemblies. Reinstalled wheels and brake calipers and torqued back plate tie bolts to 90 in/lbs. Rebuilt terminal connector for OAT probe. Functional test good. Post maintenance run-up and leak check satisfactory.

The following AD is now required for this aircraft, but is not due at this time: AD 23-02-17 Carry-Thru Spar Fatigue Cracking. Due at 5366.7 AFTT or FEB-2024, whichever occurs first.

Inspected and tested DM 6.1 ELT S/N 55583 in accordance with 14 CFR Part 91.207(d). Installed new BP -1020 battery. Battery replacement next due, MAR-2025. Operational check normal.

The above work was accomplished in reference to applicable maintenance manuals and other approved or acceptable data as appropriate. I certify that this Aircraft has been inspected in reference to an Annual Inspection Checklist, was found to be in airworthy condition, and is released for return to service.

David Malone A&P IA 3879748

David W. Malone

SUB-TOTAL THIS PAGE

TOTAL - CARRY FORWARD TO NEXT PAGE

AIRCRAFT MAINTENANCE RECORD

Page No. _____

Date	Total Time	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NUMBER OF PERSON PERFORMING WORK
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wo: 6459

Airframe - page 1 of 1



Classic Aviation - 69 Aviation Circle - Weyers Cave, VA 24486 - (540)234-0226

N731NU

ENG TT: 5211.9
PROP SMOH: 1535.4

CESSNA, P210N, S/N: P21000512

ACTT: 5211.9
PROP TT: 5211.9

ENG SMOH: 1535.4
TACH: 1516.8

HOBBS: 5231.4

April 17, 2024

Complied with Annual inspection in reference to Cessna P210 Series Service Manual to include the scope and detail of 14 CFR Part 43 Appendix D. Open aircraft panels, cowling for inspection and jack aircraft. Complied with AD research and updated AD report. C/W AD 11-10-09 Seat Rail/Track Assembly by visual and dimensional inspection per paragraph G. No discrepancies found. This AD is due every 100 hours TIS or every 12 months, Next inspection due 04/17/2025 / 1616.9 TACH, WOF. Comply with AD 23-09-09, V Band clamp inspection. Effective parts not installed on aircraft per visual inspection per para. (K) (1) through (7). C/W AD 12-10-04 Wing Lower Main Spar Cap Cracks per Cessna SEL-57-01 Rev. 1, no defects found. This AD is due every 100 hours TIS or 12 months, WOF. Next time due 5331.4 AFTT. Remove interior for spar inspection. Complied with AD 23-02-17, section (h) eddy current inspection in reference to Accomplishment Instructions in Textron SEL-57-08R2 dated August 3, 2020. Found no defects. Reinstalled interior after inspection. Troubleshoot waste gate, confirmed waste gate starts closing @ 20 psi and is fully closed at 40 psi. Adjusted slope controller to achieve 36.5" manifold pressure and adjusted prop governor prop RPM for RPM change. Inspected cockpit fuel collector tanks and found right collector tank leaking at weld joint. Removed tank, cleaned and welded tank. Pressure tested tank. No leaks noted. Cleaned and removed PRC in area around tank. Applied coating of PRC to seams and bung for fuel drain. Reinstalled repaired tank, installed new sump drain P/N SA-72. Refuel aircraft. No leaks noted. Checked operation of pump and door seals. Research pressurization testing. Need to inspect outflow valves. Inspected outflow and safety valves. Pressurized aircraft found Leak at LH MLG downlock actuator boot. P/N 1211360-5 ordered from Preferred 08-APR by Malone. Ground shipping. Part should arrive 10-APR. Replaced boot see discrepancy # 44 this work order for boot replacement. Repaired baffling at front of #6 cylinder. Repaired LH elevator outboard trailing edge: top and bottom skins cracked. Install new skin and end cap, clean corrosion, sand and paint. Balanced in reference to Cessna 210 manual. Repair RH elevator trailing edge: inboard lower skin corroded through skin. Install new skin and paint. Polish paint overspray areas. Balanced in reference to Cessna 210 manual. Cleaned, treated and touched up paint on numerous corrosion areas. Troubleshoot, bleed brake, removed broken swivel fitting. Installed rebuilt RH brake line swivel fitting P/N 1280111-1 BAS order #16836 onto actuator, repeatedly bled RH brake system.. Operational check normal, no leaks noted. Weighed and installed inspection label on fire extinguisher. @ 4.5lbs. C/W CFR 91.207 (d) ELT. Inspected and tested DM 6.1 ELT S/N 55583 ELT. Operational check normal. Battery due Mar. 2025. Installed new pin in Molex plug for RH intercooler temperature probe. Installed screws and nut on right FWD engine baffling. Repositioned baffle for clearance on prop control cable rod end. Removed left and right elevators for repairs. Installed left and right elevators after repairs with new hardware. Look up wiring diagram and STC. Installed (owner supplied) serviceable SureStart ignition booster P/N SS1001 S/N22051509, IAW STC SA 593CH. Mounted unit to LH rear baffle, wired to RH magneto, referencing SL2-96 installation manual pages 11-14. Unit weighs .89 Lbs. (No change to W&B). Completed Form 337. Installed 3 new RHB32E spark plugs. Performed exhaust pressure test. Tightened pilots left and right rudder peddle attach bolts. Trouble shoot gear warning horn, Horn is audible. Rebuild shimmy damper. Attempted to install stud with out removing exhaust. Disassembled and removed left exhaust assembly. Installed Helicoil in #2 cylinder. Installed a serviceable new exhaust stud in the #2 cylinder. Reinstalled left exhaust assembly and torqued to 100 inch pounds and heat shields assembly. Troubleshoot, bleed brake, removed broken swivel fitting. Installed rebuilt RH brake line swivel fitting P/N 1280111-1 BAS order #16836 onto actuator, repeatedly bled RH brake system.. Operational check normal, no leaks noted. Removed fuel injector nozzles, cleaned, inspected and reinstalled fuel injector nozzles with new O ring kit P/N: ORW-6. Removed and charged aircraft battery, reinstalled battery. Removed and replaced vacuum filter P/N D9-18-1 and garter filter P/N B3-5-1. Inspected cockpit fuel collector tanks and found right collector tank leaking at weld joint. Removed tank, cleaned and welded tank. Pressure tested tank. No leaks noted. Cleaned and removed PRC in area around tank. Applied coating of PRC to seams and bung for fuel drain. Reinstalled repaired tank, installed new sump drain P/N SA-72. Refuel aircraft. No leaks noted. Installed new LH fuel tank sump drain P/N SA 82. Re safety wired drains. Removed and replaced broken nutplate P/N: A6163-81ZD on exhaust heat shield. Removed sealant from around down lock actuator boot. Removed down lock actuator. Removed down lock actuator boot cleaned behind boot, fitted and installed a serviceable new boot P/N:1211360-5. Reinstalled actuator and applied PRC 1422 sealant around new boot and flange. Cycled landing gear through 5 normal cycles, operational check normal, no leaks noted. Topped up hydraulic power pack with Mil 5606. Pressurized aircraft, no leaks at actuator boot. Performed QC check of aircraft. Reinstall inspection panels, engine cowling and interior after annual inspection. Complied with post engine and aircraft leak checks and functional checks, Leak check and functional checks good.

The aircraft, airframe, aircraft engine, propeller or appliance identified was repaired and/or inspected in reference with current Regulation of the Federal Aviation Agency and is approved for return to service for the work performed.

I certify that this Aircraft has been inspected in reference to a Annual Inspection and was determined to be in airworthy condition.

Henry Budzynski A&P IA 3069399

TOTAL - CARRY FORWARD TO NEXT PAGE

Page No. 5**TOTAL - CARRY FORWARD TO NEXT PAGE**

AIRCRAFT MAINTENANCE RECORD

Page No. 6

wo: 7043

Airframe - page 1 of 1



Classic Aviation - 69 Aviation Circle - Weyers Cave, VA 24486 - (540)234-0226

N731NUHOBBS: 5314.4
PROP SMOH: 1591.2**CESSNA, P210N, S/N: P21000512**ACTT: 5267.7
PROP TT: 5267.7ENG SMOH: 1591.2
TACH: 1591.2**June 10, 2025**
ENG TT: 5267.7**AIRFRAME**

Complied with Annual inspection in reference to Cessna P210 Series Service Manual to include the scope and detail of 14 CFR Part 43 Appendix D. Complied with pre aircraft and engine functional checks, any/all squawks listed in workorder. Opened aircraft panels, remove engine cowling and interior for annual inspection. Inspected and pressure checked exhaust system, Pressure checked good no leaks noted. Complied with landing gear extension/retraction and emergency functional checks and leak checks. Functional check and leak check good. Clean aircraft belly, engine and engine cowling for annual inspection. Complied with AD research and updated AD report. C/W AD 11-10-09 Seat Rail/Track Assembly by visual and dimensional inspection per paragraph G. No discrepancies found. Due June-2026 or 1691.2. C/W AD 12-10-04 Wing Lower Main Spar Cap Cracks per Cessna SEL-57-01 Rev. 1, no defects found. This AD is due every 100 hours TIS or 12 months, WOF. Next time due 1691.2 TACH. Complied with AD 2024-14-03, Inspected and found GFC-500 Auto pilot system not installed, No further action required. Removed main battery. Complied with capacity test. Charged main battery, complied with capacity test, capacity test passed with 90 % capacity. Recharged main battery. Reinstalled main battery. C/W CFR 91.207 (d) ELT. Inspected and tested DM 6.1 ELT S/N 55583 ELT. Operational check normal. Replaced ELT battery with serviceable new battery P/N: BP-1020. Battery due replacement July 2027. Complied with portable hand held fire extinguisher inspection and weight check. The fire extinguisher failed its weight check. Advised customer to replace or remove the fire extinguisher. Inspected RH fuel header tank and found fuel stain and residue on previous weld repair. RH fuel header tank needs replaced. Inspected and pressure checked LH and RH fuel tank vent line for blockage, no defects found. Defueled RH fuel tank for RH Fuel header tank replacement. Removed and replaced RH header tank P/N OFF: 1216407-48, S/N: unknown, P/N ON: 1216407-48, S/N ON: 6325 and resealed with PRC PR1425B-2 sealant. Installed 2 gallons of fuel RH fuel tank after header tank replacement for leak check, Header tank leak checked good. Installed a customer supplied air supply line for the emergency exit door seal. Removed the cabin pressure Safety Valve P/N 05E10-2, S/N 12790454 and installed a customer supplied Safety Valve P/N 05E10-2, S/N 11800316 with a new gasket P/N 5316518-2 and safety wired mounting bolts. Inspected and found baggage door bracket and bent pulled out from door skin and door skin cracked. Fabricated baggage door bracket and reinforcement under door bracket. Installed a new Ball Joint P/N S2104-1 on rod end and reattached balance spring for baggage door. Operational check satisfactory. Removed left and right ailerons for corrosion treatment and paint, Est: 2.5 hours. Removed left and right flaps for corrosion treatment and paint Est: 2.5 hours. Complied with Corrosion spot treatment on bottom of LH flap and aileron. Complied with Prep and paint (w&b) on ailerons: RH: 7.98 in/lbs, LH: 8.76 in/lbs. after paint touch up) Installed (20) P/N 8672-1 - Poly Protective Tape (Sold by FT). Painted wing leading edges where paint is missing(airbrush). Reinstalled LH and RH Aileron and Flap assemblies after corrosion treatment and paint. Functional checked good. Removed and Replaced Vacuum filter P/N: D9-18-1 and Garter filter P/N: B3-5-1. Replaced 2 each nut plates at right leading edge at wing root. C/W ICA for Garmin G5 per Garmin Manual P/N 190-01112-11, December 2017, Rev.4, Section 4. No defects found. Battery capacity reads 97%. C/W ICA for for Plane Power Alternator in reference to Hartzell Engine Technologies, LLC. STC SA11137SC Annual/100 hour inspection with no discrepancies found. Reinstalled alternator belt, set tension to 12 ft/lbs., torqued adjustment hardware and safety wired. Inspected RH MLG down lock actuator during gear swings, found actuator leaking at aft elbow. Replaced 3 each O Rings on all actuator elbows and unions, Functional checked and leak checked good. Inspected down lock actuator boot and found boot has holes in boot. Removed RH main gear down lock actuator P/N: 1280120-4, S/N: unreadable to gain access to the actuator boot. Removed and cleaned old sealant from around old down lock actuator boot. Removed old actuator boot and installed a serviceable new down lock actuator boot P/N: 1211360-6 and sealed boot with PRC PR1425B1-2. Reinstalled RH main gear down lock actuator P/N: 1280120-4, S/N: unreadable. Removed old sealant from RH side firewall at control cables. Resealed RH firewall around engine control cables with PR1425B1-2 PRC sealant. Resealed Left and right Fuel header tanks with PRC PR1425 B1-2 sealant. Performed pressurization check of all seals. Applied 3.0 Differential pressure into cabin, Cabin Differential reading 2.5 Differential. Pressurization check good. Soldered wire to tail Nav light housing and installed connectors reinstalled assy. in tail cone, Ops check normal. Complied with aircraft QC inspection prior to aircraft close up. Close up aircraft panels and install engine cowling and interior after annual inspection. Complied with Post aircraft and engine functional checks and leak checks. Ran aircraft to operating temperatures, performed functional checks of aircraft systems and leak checks of engine components, Leak check and functional check good.

This aircraft identified was repaired and/or inspected in reference with current Regulation of the Federal Aviation Agency and is approved for return to service.

I certify that this Engine has been inspected in reference with an Annual Inspection and was determined to be in airworthy condition.

Henry Budzynski A&P IA 3069399

SUB-TOTAL THIS PAGE**TOTAL** - CARRY FORWARD TO NEXT PAGE