N67JV

THE adlog™ AIRCRAFT MAINTENANCE RECORDKEEPING SYSTEM

Start Date 03/28/24
N67JV
421C S/N: 00429

LOG #6

AIRFRAME MAINTENANCE RECORDS

Page No._____

DATE	TOTAL TIME IN SERVICE	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			TOTAL brought forward from previous page

AUTOPILOTS CENTRAL INC

Hangar 23, Tulsa International Airport-Tulsa, OK 74115
(918)836-6418

Date: 3/28/2024; Aircraft: N67JV
N67JV 421C s/n: 0429 Hobbs: 6421.4
MA24-07271 Date: 03/28/2024
Discrepancy: 1
Incoming inspection of the gear hydraulic reservoir. Sight glass in the reservoir is melted and no fluid in the tank. This system has been badly overheated to cause this damage.
1. Removed Left and Right engine driven hydraulic pumps for inspection. Found both pumps has some residual hydraulic fluid in them. Checked pump suction and output of fluid. Inspected for damage (none found). Reinstalled pumps with new gaskets. Left and right hand pumps are serviceable.
2. Replace hydraulic reservoir sight tube and serviced Hydraulic reservoir with 5606. Installed new seal on the fill port plug.
3. Jacked aircraft and connected hydraulic cart to cycle landing gear for inspection. Disconnected gear doors and retracted landing gear. The hydraulic pressure light in the annunciator module did work correctly. The gear in transit and down lock lights indicated correctly.
4. Found the right main landing gear up lock switch was inoperative and not unloading the hydraulic manifold. The switch is defective internally. Installed a new switch and rewired from the top of the wheel well to the switch. Adjusted the switch per the MM.rigging.
5. Found the nose gear doors were rigged to tight and was causing in intermittent problem with the uplock hook switch. Adjusted the nose gear doors. Adjusted the uplock switch per the MM rigging.
6. Found the left main gear uplock hook was intermittent in engagement of its switch. Adjusted switch per the MM rigging.
7. Flew a/c and checked gear operation at 176 kts airspeed. Cycled landing gear 10 times with normal operation. Inspected fluid level in the gear reservoir after the maintenance flight.
Discrepancy: 2
Need to take compressions on both engine and measure crankcase pressure on the left engine.
Run engine to operating temperature. Taken compression on the left engine. #1-57, 2-64, 3-53, 4-48, 5-38, 6-48 over 80. Left engine crankcase pressure is at 130 mph at full power. Compressions on the right engine were 1-78, 2-72, 3-71, 4-72, 5-77, 6-70 over 80. Reinstalled spark plugs and cowling's.
Discrepancy: 3

AUTOPILOTS CENTRAL INC

Hangar 23, Tulsa International Airport-Tulsa, OK 74115
(918)836-6418

Date: 5/30/2024; Aircraft: N67JV
N67JV 421C s/n: 0429 Hobbs: 936.1
Left engine:999.0 Right engine: 2019.8
MA24-07316 Date: 05/30/24
Discrepancy: 1
Exhaust AD 2000-01-16 Part (b) Left and right engines
Completed Exhaust AD 2000-01-16 part (b) inspection on left and right hand engines. Visual inspection and pressurization. found normal.
Discrepancy: 2
Heater fuel regulator inspection. AD2004-25-16R1 (visual fuel leaks) wing stubright hand wing.
C/W AD 2004-25-16R1 Heater fuel regulator inspection (visual) No leaks noted.
Discrepancy: 3
Elevator trim tab inspection AD 2016-07-24.
C/W AD 2016-07-24 Elevator trim tab inspection. Correct bolts and nuts and cotter pins.
Discrepancy: 4
Right hand engine dies on roll out if Aux pump is turned off. T/S.
Adjust low side of fuel pump 1 turn IN. Operational check OK.
Discrepancy: 5
Right wing stub oil and hydraulic fluid leaking T/S.
Inspected right wing stub for hydraulic leaks. suspect condenser door actuator shaft. Clean and observe.
Discrepancy: 6
Engine 50 hour inspection Change oil and filter, AOA 20W50XC. Left and right hand engines.
Completed 50 hour inspection on left and right hand engines. Changed oil and oil filters, cut filters open (normal). Serviced with 20W50XC. Inspected engine for oil leaks. Checked throttle linkages, exhaust system, turbo system. Ground run Operational check OK.
Discrepancy: 7
Oxygen leak T/S and refill.
Serviced Oxygen 1850 psi.
Discrepancy: 8

DATE

No.

AUTOPILOTS CENTRAL INC

Hangar 23, Tulsa International Airport-Tulsa, OK 74115
(918)836-6418

Date: 6/25/2024; Aircraft: N67JV
N67JV 421C s/n: 0429 Hobbs: 963.6
MA24-07297 Date: 06/24/2024
Discrepancy: 1
Replace 6 cylinders Left hand engine.
Removed 6ea cylinders on Left hand engine. Cleaned and inspected case for cracks. C/W CSB07-01A Inspection of Connecting Rod Piston Pin Bushing Inspection. Inspected camshaft for excessive wear. Installed 6 ea cylinders (RAM) overhauled CMI p/n: CL74.0-231-OH s/n: JJI83934, JJI83936, JJI80609, JJI83938, JJI83935, JJI83937 IAW Continental GTSIO-520- L overhaul manual p/n: X-30045A and SB96-7D. Replaced all rocker arms with overhauled units p/n: 652966. Replaced all cylinder hold down nuts p/n: 652422-21. Checked all dry tappet clearances. Inspected all fluid lines. Ground ran. Operational check. Test flight for 1.2 hours. Inspected engine.
Discrepancy: 2
Removed Left hand alternator for overhaul. ALV 9510 s/n: 15492. Installed serviceable Alternator ALV9510 s/n: B1810.1. Operational check OK.
ALV9510R Alternator S/N: 15492
WORK PERFORMED: Overhauled per manual OE-A2. Bench tested drive coupling ok.
Performed By: Aircraft Accessories Of Oklahoma, Inc.
Discrepancy: 3
T/S left hand Aux tank and fuel pump. (Intermittent).
T/s AUX fuel pump and components. Systems operates normal for about 10 minustes, light dims but pump still operates. Operational check OK.
Discrepancy: 4
Left hand engine, Crakshaft seal leaking, Replace.
Removed propeller and removed crankshaft seal. Cleaned and reinstalled new seal. Reinstalled propeller using new bolts. Torqued to MMS specs. Inspected propeller spinner and backing plate for cracks, Reinstalled. Operational check OK.
Discrepancy: 5
Propeller deice block wore out., Replace.
Removed wore deice block and replaced with new block, set clearance. Checked operation.

ABS Avionics, Inc. CRS#485R359D
4900 Old Phoenix Ave. Fort Smith, AR 72903

Date: 6/7/2024
W/O#: 1973

Logbook Entry

Registration: N67JV	Make/Model: Cessna 421C	S/N: 421C0429
	ACTT: hobbs 943.5	

Performed pressure altitude aligment on Sandia Aerospace SAE 35 encoder to correct altitude reporting error. Installed Garmin FlightStream 210 IAW GNS 500 TSO installation manual and STC #01933LA-D. Updated Garmin GDL 88 software from 2.0 to 4.43 level. Installed pilot and copilot jacks. This installation reflects a negiable weight and balance change.

This aircraft is approved for return to service in accordance with current regulations of the Federal Aviation Administration with respect to work completed.

Signed: Alan Hosier Repairman4199193 Date: 6/7/2024

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ABS Avionics, Inc. CRS#485R359D

4900 Old Phoenix Ave. Fort Smith, AR 72903

Date: 7/3/2024

W/O#: 2016

Logbook Entry

Registration: N67JV	Make/Model: Cessna 421C	S/N: 421C0429
	HOBBS: 979.3	

Removed Garmin International model GTX 330 Transponder P/N 011-00455-00 s/n 84110447. Installed Garmin International Model GTX 330 (Extended Squitter) transponder P/N 011-00455-60 s/n 84122912. Installation is in accordance with STC # SA01714WI. Reference Garmin installation manual P/N 190-00207-02 rev (M). The ADS-B out system was shown to meet the equipment performance requirements of 14 CFR part 91.227. The installed ATC transponder has been tested and was found to comply with FAR part 43 apppendix (F) as required by FAR 91.413. Weight and Balance change is negligable.

This aircraft is approved for return to service in accordance with current regulations of the Federal Aviation Administration with respect to work completed.

Signed: _____ Kenneth Schreiber Repairman4153798 Date: 7/3/2024

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ABS Avionics, Inc. CRS#485R359D
4900 Old Phoenix Ave. Fort Smith, AR 72903

Date: 8/2/2024
W/O#: 2019

Logbook Entry

Registration: N67JV	Make/Model: Cessna 421C	S/N: 421C0429
	HOBBS: 1016.5	

Removed GA35 GPS antenna and installed a Garmin GA37 GPS/XM antenna using the same doubler plate. Installed Garmin model GDL69A XM satellite receiver IAW STC # SA01487SE-D. Weight and balance revised to reflect this installation.

This aircraft is approved for return to service in accordance with current regulations of the Federal Aviation Administration with respect to work completed.

Signed: Kenneth Schreiber Repairman4153798 Date: 8/2/2024

AUTOPILOTS CENTRAL INC

Hangar 23, Tulsa International Airport-Tulsa, OK 74115
(918)836-6418

Date: 11/05/2024; Aircraft: N67JV

Annual Inspection due.
N67JV 421C s/n: 0429 Hobbs: 1076.9 Total time 6618.3. Completed Annual Inspection using Cessna inspection forms.
Researched AD notes on Airframe, Engines,Propellers and Appliances. Reviewed Mandatory Service bulletins. Reviewed Aircraft Type Certificate# A7CE Rev 51 dated 09/09/2024. C/W FAR 91.207 (d) ELT and G switch test. Battery due: 10/2025. IFR certification due: 09/30/2025. Annual Inspection due: 11/2025. I Certify that this Aircraft has been Inspected IAW a Annual Inspection and is Airworthy.
MA24-07447, Date: 11/01/2024.
Signature:
Autopilots Central Inc.
Tulsa, Okla. 74115
CRS CM2R747K

Sublet Service Completed: 11/04/2024
Description: After Annual Wash N67JV
Performed By: Afterglow Aircraft Solutions PO #: PO24-25598
Discrepancy: 2
Airframe and special Inspections.
C/W AD 2004-25-16R1 visual inspection of fuel regulator. C/W AD 2016-07-24 Elevator Trim Tab bolt Inspection. C/W AD 2004-21-05 Heater Decay test. (Time753.0). Inspected / Cleaned Fuel Quantity signal conditioner connections. Replaced left and right hand brake disc's.Replaced brake Linings and shims. Replaced several screws on wing stubs(wrong screws. Repaired lighting on pilots switch panel. Lubricated left alternator air cable. Lubricated engine controls. Resealed nose strut. C/W AD 84-20-02 Replacement of nose landing gear Rod end. Replaced missing seals on vertical stabilizer. Replaced fuel cap orings
Discrepancy: 3
Left and engine 100 hour inspection.
Left engine: GTSIO-520-L s/n: 241087R SMOH: 1139.8. Completed 100 hour Inspection using Cessna Inspection

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AUTOPILOTS CENTRAL INC

Hangar 23, Tulsa International Airport-Tulsa, OK 74115
(918)836-6418

Date: 2/13/2025; Aircraft: N67JV
N67JV 421C-0429 Hobbs: 1142.9
MA25-07553
Discrepancy: 1
Left hand Engine 50 hour Oil and Filter change 20W50XC, AOA.
Changed oil and oil filter, cut filter open (normal). oil sample taken Serviced with 20W50XC 13 qts. Ground run no leaks at this time.
Discrepancy: 2
C/W AD 2000-01-16 (B) Exhaust Visual inspection.
Completed AD 2000-01-16 (B) visual Inspection of exhaust system. (normal).
Discrepancy: 3
Right hand Engine 50 hour oil and filter change AOA 20W50XC.
Changed Oil and Oil filter, cut filter open (normal). Serviced with 20W50XC 13 qts. Oil sample taken. Ground run, no leaks.
Discrepancy: 4
C/W AD 2000-01-16 (b) Exhaust Visual Inspection.
C/W AD 2000-01-16 (b) visual inspection of exhaust system (normal).
Discrepancy: 5
Left hand nacelle fuel tank, Fuel cap not closing. T/S repair
Locker tank lid was bent, adjusted Cap to close .
Discrepancy: 7
Right hand Engine, Fuel seeping from fuel drains, T/S.
Found cylinder fuel drains loose in cyllinders, Tightened fuel drains and checked for leakage, (none found).
Discrepancy: 8
Complete 50 hour inspection.
Completed 50 hour Inspection, Serviced tires and inspected brakes, Checked brake Reservoir, Checked battery. Inspected Landing gear struts. Operational check all exteroir lighting and strobes, Operational check

The articles and/or work hereon described is/are certified

AUTOPILOTS CENTRAL INC

Hangar 23, Tulsa International Airport-Tulsa, OK 74115
(918)836-6418

Date: 4/01/2025; Aircraft: N67JV
N67JV 421C-0429 Hobbs: 1169.9
MA25-07584 Date: 04/01/2025
Discrepancy: 1
Need to replace all 3 tires and tubes.
Jacked aircraft and removed and replaced main tire and tubes, nose wheel and tube. Serviced tires. Removed aircraft from jacks.
Discrepancy: 2
Aircraft flight due for engine and pressurization discrepancies.
Flew a/c on March 28th. Engine oil pressures were normal. Right vacuum pump is not working. Pilots altimeter indicates 75 high for the field elevation. The copilot altimeter is good. Take off MP, RPM, and fuel flows were normal. Autopilot has pitch issues. Cabin pressurization controller down rate settings are ok, the up rate settings are out ot limits. Have up rate minimum at 0 fpm and maximum at 500 fpm. (feet per minute). The rate should be 200 fpm at minimum and 2500 to 3000 fpm at maximum. All 6 EGT and CHTS were normal. Gear warning horn settings are way off. Will set these on the next flight.
Discrepancy: 3
Right hand engine, vacumn pump inop.
Removed right hand vacuum pump Airborne 441CC s/n: 1531 and replaced with overhauled Rapco p/n: 441CC s/n: 202575. Operational check Ok

The articles and/or work hereon described is/are certified
airworthy (unless otherwise specified).
Autopilots Central, Inc.
FAA CRS CM2R747K
Authorized Signature K Kaufisher

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ABS Avionics, Inc. CRS#485R359D
4900 Old Phoenix Ave. Fort Smith, AR 72903

Date: 5/1/202
W/O#: 2233

Logbook Entry

Registration: N67JV	Make/Model: Cessna 421C	S/N: 421C0429
	HOBBS: 1199.6	

Removed faulty altimeter P/N 43300-6128 s/n 1478, Installed overhauled Altimeter model EA 801A part number 43300-6128 s/n 2315. Performed static leak test and transponder test. All tests nominal, no discrepancies noted.

This aircraft is approved for return to service in accordance with current regulations of the Federal Aviation Administration with respect to work completed.

Signed: _____ Kenneth Schreiber Repairman4153798 Date: 5/1/2025

TULSA AVIONICS SERVICES, INC. RS# U5WR019B
REF. WO# 31984
MODEL: _ 421C N67JV S/N 421C0429
TOTAL TIME: _____ TOTAL LDGS: _____

I CERTIFY THE ALTIMETER, STATIC SYSTEM, TRANSPONDER AND ALTITUDE REPORTING TEST REQUIRED BY FAR'S 91.411, 91.413 & 91.217 HAVE BEEN PERFORMED AND FOUND WITHIN THE LIMITS OF FAR 43 APPENDICES E & F AND AC43-6D.
TESTED TO: 30,000_____ FEET ON AUGUST 27, 2025
TRANSPONDER-1 GTX330, S/N 84110447
TRANSPONDER-2: GTX327, S/N 83735995
ENCODER, SAE5-35, S/N 11393
ALTIMETER #1 SIGMA TEK, P/N 43300, S/N 1478
ALTIMETER #2 AEROSONIC, P/N 101435, S/N 29159

SIGNED: _____ REP. CERT# 3437417

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