

15 May 2021 Airframe Log Entry N81JK

Hobbs:	2143.20	Airframe TT:	7216.90	ELT Battery TT (sec):	30 sec
Left Tach:	"Hobbs"	Left Engine TT:	7216.90	Left Engine TSMOH:	1068.60
		Left Prop TT:	1143.80	Left Prop TSMOH:	90.90
Right Tach:	"Hobbs"	Right Engine TT:	3685.30	Right Engine TSMOH:	1143.80
		Right Prop TT:	1538.40	Right Prop TSMOH:	90.90
Heater Hobbs:		Heater TT:		Heater TSMOH:	-1025.70
Altimeter Due: (FAR 91.411)	Dec 01	Transponder Due: (FAR 91.413)	Dec 01	ELT Battery Due:	DUE

Performed Annual/100 hr inspection with reference to FAR 43 Appendix D and Cessna 414 Service Manual. Performed successful ELT transmission and impact test as per Part 91.207(d) for installation, control operation, impact sensor, and transmission strength. Lubricated bearings and all zircs.

AD 81-09, Amendment 39-4102, dated 05/08/1981, Southwind Heater 250 Hour Inspection as per Par(A), next Compliance Due at 1250 Heater Total Time. AD 81-09-09, Amendment 39-4102, dated 05/08/1981, Southwind Heater 1000 Hour Inspection as per Par(B) due at at 2000 Heater Total Time.

AD2000-01-16(b) next inspection due as follows: c/w para(b) due TTAF 7316.9 para (c) due 2020, para (d) due TTAF 7531, para (e) due, para (f) due TTAF 7316, para (g) due 6/2028 TTAF 9555.

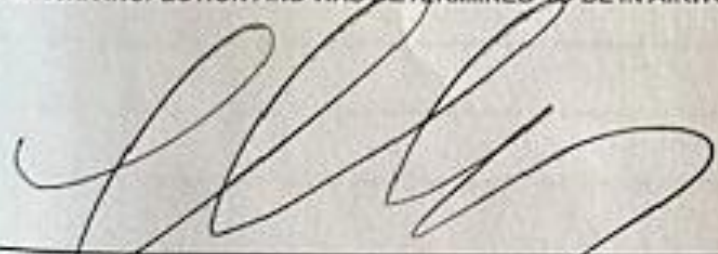
complied with AD 2016-07-24 law MEB -27-02

complied with AD 2004-21-05 by inspection

AD 2016-18-08 Elevator Trim tab bolt replaced per paragraph (f) (1) next due at removal of bolt. 110 hour/annual inspection due at 4489.30 or Sept. 2020.

Complied with AD 2004-25-16 R1 by inspection

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL/100HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.



L. Scott Brooksby 3321625 IA

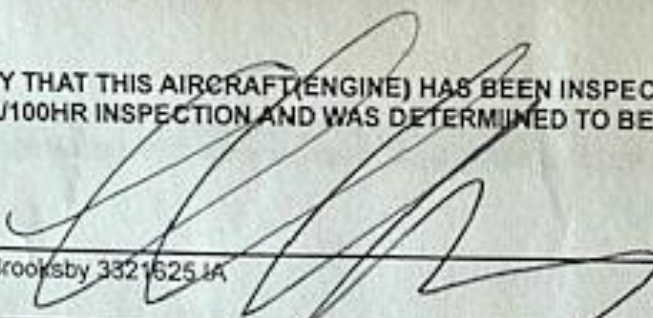
15 May 2021 Left Engine Log Entry N81JK

Hobbs:	2143.20	Airframe TT:	7216.90		
Left Tach:	"Hobbs"	Left Engine TT:	7216.90	Left Engine TSMOH:	1068.60
		Left Prop TT:	1143.80	Left Prop TSMOH:	90.90

Performed Annual/100 hr inspection with reference to FAR 43 Appendix D and Cessna 414 Service Manual. Cleaned, gapped and tested spark plugs. Tested magneto timing and found within normal limits. Performed Compression Check: 1) 72 2) 60 3) 42 4) 72 5) 58 6) 78. Boroscoped each cylinder, no problems noted.

AD 97-26-17 Amendment 39-10260, VAR Crankcase subsurface fatigue cracks Due at overhaul or whenever the crankcase is removed from the engine, whichever comes first.

I CERTIFY THAT THIS AIRCRAFT (ENGINE) HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL/100HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.


L. Scott Brooksby 3321625 JA

15 May 2021 Right Engine Log Entry N81JK

Hobbs:	2143.20	Airframe TT:	7216.90		
Right Tach:	"Hobbs"	Right Engine TT:	3685.30	Right Engine TSMOH:	1143.80
		Right Prop TT:	1538.40	Right Prop TSMOH:	90.90

Performed Annual/100 hr inspection with reference to FAR 43 Appendix D and Cessna 414 Service Manual. Cleaned, gapped and tested spark plugs. Tested magnetos and timing and reset timing to 20 BTDC. Performed Compression Check: 1) 61 2) 57 3) 55 4) 58 5) 62 6) 48. Boroscope inspection of each cylinder no problems noted.

AD 97-26-17 Amendment 39-10260, VAR Crankcase subsurface fatigue cracks Due at overhaul or whenever the crankcase is removed from the engine, whichever comes first.

I CERTIFY THAT THIS AIRCRAFT(ENGINE) HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL/100HR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.



L. Scott Brooksby 3321625 IA