


N 210DF


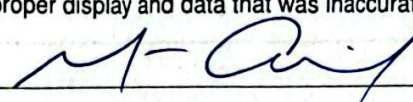
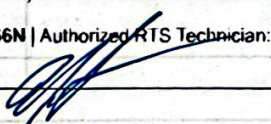
THE
adlogTM
AIRCRAFT
MAINTENANCE
RECORDKEEPING
SYSTEM

2

**AVIONICS
MAINTENANCE
RECORDS**

[illegible]

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED — SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			Depot Avionics, Inc., 2550 State Avenue , Alamosa CO 81101
			Date: 05-02-2024 Logbook: Airframe Tail Number: N210DF Work Order: 4212
			Tach/Hobbs: /134.7 Aircraft Total Time: Model: T210J Serial: T210-0397
			Repairs / Maintenance
			<ul style="list-style-type: none"> Moved Magnetometers from left and right wings to right wing tip area as a minor change to the installation IAW BendixKing KFD 900 Aerovue Touch Primary Flight Display System AML STC Installation Manual, doc # 89000009-002, Rev 0, dated July 3, 2019. Installed both KMG-7010 magnetometers on custom bracket mounted on wing outside rib. Added back straps to existing KMG-71 ADAHRS units. Leveled system and magnetometers and successfully swung Aerovue Touch systems (pilot and Co-Pilot). Reset Pilot PFD settings for aircraft V-Speeds and dimmers. Reset CoPilot PFD for the same, however noted that config module would not accept updates. May need new config module at later date. Pilot PFD shows +1 deg North, +4 deg. East, +1 deg South, and +5 deg West, compared to calibrated sight compass. Co-Pilot PFD shows -5 deg North, -2 deg. East, -8 deg South, and +1 deg West, compared to calibrated sight compass. Both are within the 9 degrees acceptable per the STC documents. May show better in flight once GPS aiding is involved. System ground checked correctly, needs flight check. Installed W31M-20 Circuit breaker switch in left side of Pilot's panel and connected between aircraft Master and PFD power busses with existing wire to control power for PFD system as a minor change to the STC installation of the Aerovue system. System ops checked correctly. Installed spike eater (snubber) diodes on Aircraft Starter Solenoid and misc solenoid mounted on firewall. Aircraft power and starter systems ops checked correctly.
			<ul style="list-style-type: none"> Installed new Oplite Maplight 6, Dual Color LED Cockpit Maplights in the A-Pillar covers, IAW Machine Inc. Doc. 27, Rev 5, 9-15-2014. Installed MaxDim Mini Dual p/n 9100-001-F dimmer PMA # PQ2574NM, IAW Seaton Engineering MaxDim Installation Instructions Document 9150-013 Rev A 12/20/19, Utilized Tefzel wire and connected to MapLights with a toggle switch installed in each door post to select Red or White Light, and using new 7277-2-5, "PILLAR LIGHTS" Circuit breaker. System ops checked correctly. Inner knob controls Left Map Light and outer knob controls the right Map Light. This system is installed as a minor change for this non-required/non-interference system. Lighting system ops checked correctly. Removed and replaced blue LED light strip in Glareshield with owner supplied FAA PMA Superior Panel Technology White LED White Light Strip IAW SPTLEDS Installation Manual doc. SPTLEDS Rev C, 20-04-14. Under Glareshield LED lighting ops checked correctly, although does not attain full brightness. Glareshield DIMMER system will need repair at later date to get full brightness from this system. Installation Practices followed include: AC43.13-1B paragraphs 7-34(hardware used conforms to proper type for the uses intended), 11-30(within load limits, per 11-36), 11-31, 11-32, 11-96 and 11-100 and 11-103(as applicable), 11-115, 12-1(a, b, c). And AC43.13-2B paragraphs 106, 108, 110, 111, 112, 113, 202, 203b, 203c, 203e (UTILIZED AN HARDWARE), 205, 207 a, b, c, d, e, f, g. W&B change negligible.
			The work described on the above work order was performed in accordance with current regulations of the FEDERAL AVIATION AGENCY. It is airworthy and is APPROVED FOR RETURN to service.
			Certificate: GM6R566N Authorized RTS Technician: Mark Colman
			Sign:  Date: 05-02-2024

DATE	AIRFRAME TIME IN SERVICE	AVIONICS TIME IN SERVICE	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
			<div style="display: flex; justify-content: space-between;"> wo: WO_KGXY-N210DF-807 Airframe - page 1 of 1 </div> <div style="text-align: center;">  <p>Advanced Aerotechnologies Group - 631 Buss Avenue - Greeley, CO 80631 - 970-373-3295 - CRS#: 270D157C</p> </div> <div style="display: flex; justify-content: space-between;"> N210DF TACH: 7342.6 CESSNA, T210J, S/N: T210-0397 March 05, 2024 </div> <p>Wired IFD 550 and IFD 440 to the existing FDL-978-RX ADSB receiver. Performed post installation programming of the FDL-978-RX per the Free Flight instructions. Needed to add the expansion connector the IFD550 to access the extra RS232 ports to allow for connection to the FDL-978. IFD and EFIS systems displayed ADSB weather and traffic. Troubleshoot PFD #2 power issues and found new power and ground wiring needed to be installed. Installed new wiring and PFD #2 powers on normally. Replaced faulty battery with new GA-35AC battery system ops checked good and alternator charged normally. Installed new rivnuts on Copilot panel to replace faulty press nuts for Copilot EFIS display. Recalibrated the AHRS 1, AHRS 2, and IFD 550 AHRS. All pitch/roll offsets accurately depict each other. Reprogrammed several settings on the IFD 550 to provide proper display and data that was inaccurate and/or missing.</p> <p>George Aikens Airframe 2732175 </p>
			<p style="text-align: center;">Depot Avionics, Inc., 2550 State Avenue, Alamosa CO 81101 Date: 04-10-2024 Logbook: Airframe Tail Number: N210DF Work Order: 4205 Tach/Hobbs: /118.8 Aircraft Total Time: Model: T210J Serial: T210-0397</p> <p>Repairs / Maintenance</p> <ul style="list-style-type: none"> Inspected system. Added dimmer connection at KSD-100 displays (pilot and copilot) to system power, and setup system to send lighting to both KCP-100 dials. Moved Power from Avionics Master buss to Aircraft Master Power buss per STC requirements. Jacked aircraft and leveled both KG-71 ADAHRS systems (and GI-275 ADAHRS and IFD-550 systems) to show aircraft level attitude displays. Removed Magnetic screws from around KMG 7010 systems, and degaussed surrounding areas to attempt to calibrate compass systems. Compass system calibration of AeroView Touch system impossible in current location of KMG-7010 magnetometers. See new work order for moving magnetometers to new location. Noted that aircraft solenoids are causing voltage spikes to AeroView systems. Will install new snubber diodes to aircraft systems at later date. Swung Compass and provided a new Compass Correction Card IAW AC43.13-1B 12-37. Applied new information to existing compass correction tag. Inspected Nav antenna system, found dual diplexer connected to far-left Com antenna rather than Nav antenna. Connected to Nav antenna system, and nav systems ops checked correctly with SDR-Omni Test set. Ran com antenna with extension cable for use with portable Com radio. Coax is on left edge of panel above the left kick panel. Autopilot Computer, p/n 01192-0-4, s/n 0730-12589, is repairable at Minor level repair rate of \$1775 for the display backlight inop. fault. I called and it is a 2007 model, and not covered under warranty. Gained access to aft section of aircraft via Main Gear rear door out panel. Installed replacement static line (old lines were deteriorated and missing) from S-TEC static ports to Autopilot transducer. Installed in-line fuses for GEA-24 EIS monitoring of Alternator current at alternator shunt. EIS system ground checked correctly. Removed Garmin GI-275 Base unit from left side of panel and installed in lower right side of pilot's instrument panel as a minor change. Installed MK-620 cover plate in remaining instrument hold in left side of panel. System ground checked correctly. <p>The work described on the above work order was performed in accordance with current regulations of the FEDERAL AVIATION AGENCY. It is airworthy and is APPROVED FOR RETURN to service.</p> <p>Certificate: GM6RS66N Authorized RTS Technician: Mark Colman</p> <p>Sign:  Date: 04-10-2024</p>