

YEAR:	RECORDING TACH TIME
DATE	

Bondurant Avionics, Inc.
 11299 Airport Road
 Olive Branch, MS 38564
 662-895-2297
 FAA Repair Station No. SU4R531M

ALTIMETER AND STATIC SYSTEM TEST AND INSPECTION
 IN ACCORDANCE WITH FAR PART 43 APPENDIX D

W.O. 15235
 AIRCRAFT Cessna
 No. 67704

MFG. PANAMA
 ALT. MODEL 99251-325 2013 (A)
 ALT. S/N 405

Altitude	Tol.	Scale Error
-1,000	+/-20	
0	20	
500	20	
1,000	20	
1,500	25	
2,000	30	
3,000	30	
4,000	35	
6,000	40	
8,000	60	
10,000	80	
12,000	90	
14,000	100	
16,000	110	
18,000	120	
20,000	130	
22,000	140	
25,000	155	
30,000	180	
35,000	205	
40,000	230	
45,000	255	
50,000	280	

Friction	Altitude	Tol.
	1,000	+/-70
	2,000	70
	3,000	70
	5,000	70
	10,000	80
	15,000	90
	20,000	100
	25	120
	30,000	140
	35,000	160
	40,000	180
	50,000	250

TEST POINTS	EQUIV PRESS.	ALTIMETER ERROR
ALTITUDE (FEET)	in. Hg	in. FEET
-1,000	21.0185	100.41 20
0	29.9213	1013.25 20
500	29.3848	855.03 20
1,000	28.8507	697.17 20
1,500	28.3245	538.52 25
2,000	27.8210	392.13 30
3,000	26.8167	108.12 30
4,000	25.8416	875.1 35
6,000	23.9782	811.93 40
8,000	22.2248	752.82 60
10,000	20.5769	694.81 60
12,000	19.0283	644.41 60
14,000	17.5773	595.24 100
16,000	16.2104	548.15 110
18,000	14.9421	503.00 120
20,000	13.7591	459.63 130
22,000	12.6383	427.91 140
25,000	11.1035	376.01 155
30,000	8.8554	303.89 180
35,000	7.0468	238.42 205

Case Leak Test ±100 ft. D
 After Effect Test ±30 ft. -
 Hysteresis Test
 50% Max. Alt. 75 ft. -
 40% Max. Alt. 75 ft. -

Remarks: Certified to comply with FAR91:411
 Done By: [Signature]
 Date: Feb. 23, 2012

99 Bondurant

Repairs and Alterations
 and Certificate Number of
 for other specific entries.)

YEAR: 2013
 DATE: September 25, 2013

RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)</small>
			Maintenance performed during annual inspection Cessna 310Q. 1--Replaced both engine air filters with Brackett Ba-102 for time. 2--Secured latches on air filter canisters with lock wire and also secured covers with screws as a back up. 3--Repaired right engine manifold pressure line fitting at intake manifold, functional check completed on engine run. 4--Replaced "o" rings right brake caliper due to leaking. 5--Replaced "o" rings left brake caliper due to leaking. 6--Replaced all brake pads left and right for wear. 7--Replaced both wheel brake disc due to wear limits reached. 8--Flushed and bled both brake. 9--Replaced missing hardware from tail cone lower attach points.

10—Resealed case through studs, leaking aft of crank flange leak check ok on engine run.

11—Repaired right hand alternator bracket due to a crack.

12—Replaced right engine tachometer back shell on cannon plug, broken.

13—Functional check of right tachometer generator after repairs to cannon plug.

14—Functional check of left alternator after maintenance unit preformed according to spec's.

15—Corrected wiring on right alternator fail light functional ck ok.

16—Functional check of right alternator ok on grd run.

17—Replaced electrical switch knob on instrument panel missing, part obtained from Cessna.

18—Serviced left strut with air and oil mil-h-5606.

19—Repaired wiring for micro switch oil psi switch aft left nacelle.

20—Functional check of both oil press

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Description of Inspections, Tests, Repairs and Alterations
Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

Switches completed ok for service.

21—Replaced fuel injection nozzle at cylinder with like serviceable item.

22—500 hr inspection of magnetos due, points, condensers, bearings greased, shaft drive seal, replaced oil deflectors, replaced coils due to improper repair, all magnetos reassembled and functional check preformed on engine run, all work done in accordance with TCM Bendix service manual.

23—Repaired wiring left wing leading edge light functional check complied with.

24—Battery box repaired due to corrosion and drain line adaptor repaired. Unplugged battery box drain line.

25—Replaced brake caliper shims both sides (missing) with Cleveland parts.

26—Removed corrosion from brake caliper mounting bolts.

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Description of Inspections, Tests, Repairs and Alterations
Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

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DATE				

Date Feb 23, 2012
 Altimeter and Static System Tests performed to comply with FAR 91.411. Altimeter has been tested to 20,000 ft.
 Make & Model Bendix 9925432S2013-0601
 S/N 405
 W/O 15235
 Signature [Signature]
Bondurant Avionics, Inc.
 Metro Airport
 11299 Airport Rd.
 Olive Branch, MS 38654
 Phone: (662) 895-2297
 FAA Repair Station #SU4R531M
 Form#411

Vern Barton
 I certify that the ATC Transponder
 Model GARMIN GTX327
 S/N 83742953
 as installed in this aircraft has been tested as required by FAR 91.413 and meets the requirements of Part 43 Appendix F for Class I or II operation. W.O. 15235
 Bondurant Avionics, INC
 Phone: (622) 895-2297
 FAA REPAIR STATION #SU4R531M
 Signature [Signature] Date Feb 23, 2012
 FORM#413

Bondurant Avionics, Inc.
 11299 Airport Road
 Olive Branch, MS 38564
 662-895-2297
 FAA Repair Station No. SU4R531M

Repairs and Alterations
 and Certificate Number of
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ALTIMETER AND STATIC SYSTEM TEST AND INSPECTION
 IN ACCORDANCE WITH FAR PART 43 APPENDIX D

YEAR:	RECORDING TACH TIME
DATE	

W.O. 15235
 AIRCRAFT Class No
 NR 67204

Altitude	Tol.	Scale Error
-1,000	+/-20	
0	20	0
500	20	0
1,000	20	0
1,500	25	+20
2,000	30	+30
3,000	35	+30
4,000	35	+30
5,000	40	0
8,000	60	-60
10,000	80	-70
12,000	90	-70
14,000	100	-70
16,000	110	-70
18,000	120	-70
20,000	130	-70
22,000	140	-70
25,000	155	-70
30,000	180	-70
35,000	205	-70
40,000	230	-70
45,000	255	-70
50,000	280	-70
18,000	120	
20,000	130	
22,000	140	
25,000	155	
30,000	180	
35,000	205	
40,000	230	
45,000	255	
50,000	280	

MFG Bendix
 ALT MODEL 99257-325 2013 064
 ALT S/N 405

Altitude	Tol.
1,000	+/-70
2,000	70
3,000	70
5,000	70
10,000	80
15,000	90
20,000	100
25	120
30,000	140
35,000	160
40,000	180
50,000	250

TEST POINTS ALTITUDE (FEET)	EGM96 PRESS. in. Hg	EGM96 PRESS. INCHES	ALTIMETER ERROR IN FEET
-1,000	31.0185	1020.41	20
0	29.9213	1013.25	20
500	29.3948	1005.63	20
1,000	28.8557	977.17	20
1,500	28.3345	959.52	25
2,000	27.8210	942.13	30
3,000	26.8167	908.12	30
4,000	25.8418	875.1	35
6,000	23.9762	814.59	40
8,000	22.2249	752.62	60
10,000	20.5769	689.81	60
12,000	19.0293	644.41	60
14,000	17.5772	605.24	100
16,000	16.2164	568.15	110
18,000	14.9421	530.00	120
20,000	13.7501	495.53	130
22,000	12.6303	471.91	140
25,000	11.1035	376.01	155
30,000	8.8854	309.89	180
35,000	7.0465	238.42	200

Case Leak Test \pm 100 ft. D

After Effect Test \pm 30 ft. -

Hysteresis Test
 50% Max. Alt. 75 ft. -
 40% Max. Alt. 75 ft. -

J.P. Bondurant

Remarks: Certified to comply with FAR91:411

Done By: J.P. Bondurant
 Date: Feb 23, 2012

YEAR: **2013**
 DATE: **September 25, 2013**

RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
			<p>Maintenance performed during annual inspection Cessna 310Q.</p> <p>1--Replaced both engine air filters with Brackett Ba-102 for time.</p> <p>2--Secured latches on air filter canisters with lock wire and also secured covers with screws as a back up.</p> <p>3--Repaired right engine manifold pressure line fitting at intake manifold, functional check completed on engine run.</p> <p>4--Replaced "o" rings right brake caliper due to leaking.</p> <p>5--Replaced "o" rings left brake caliper due to leaking.</p> <p>6--Replaced all brake pads left and right for wear.</p> <p>7--Replaced both wheel brake disc due to wear limits reached.</p> <p>8--Flushed and bled both brake.</p> <p>9--Replaced missing hardware from tail cone lower attach points.</p>

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.

10—Resealed case through studs, leaking aft of crank flange leak check ok on engine run.

11—Repaired right hand alternator bracket due to a crack.

12—Replaced right engine tachometer back shell on cannon plug, broken.

13—Functional check of right tachometer generator after repairs to cannon plug.

14—Functional check of left alternator after maintenance unit preformed according to spec's.

15—Corrected wiring on right alternator fail light functional ck ok.

16—Functional check of right alternator ok on grd run.

17—Replaced electrical switch knob on instrument panel missing, part obtained from Cessna.

18—Serviced left strut with air and oil mil-h-5606.

19—Repaired wiring for micro switch oil psi switch aft left nacelle.

20—Functional check of both oil press

YEAR:

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Description of Inspections, Tests, Repairs and Alterations
Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

Switches completed ok for service.

21—Replaced fuel injection nozzle at cylinder with like serviceable item.

22—500 hr inspection of magnetos due, points, condensers, bearings greased, shaft drive seal, replaced oil deflectors, replaced coils due to improper repair, all magnetos reassembled and functional check preformed on engine run, all work done in accordance with TCM Bendix service manual.

23—Repaired wiring left wing leading edge light functional check complied with.

24—Battery box repaired due to corrosion and drain line adaptor repaired. Unplugged battery box drain line.

25—Replaced brake caliper shims both sides (missing) with Cleveland parts.

26—Removed corrosion from brake caliper mounting bolt holes (unable to remove freely).

YEAR:

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Description of Inspections, Tests, Repairs and Alterations
Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

September 25, 2013

Maintenance performed during annual inspection Cessna 310Q.

- 1--Replaced both engine air filters with Brackett Ba-102 for time.
- 2--Secured latches on air filter canisters with lock wire and also secured covers with screws as a back up.
- 3--Repaired right engine manifold pressure line fitting at intake manifold, functional check completed on engine run.
- 4--Replaced "o" rings right brake caliper due to leaking.
- 5--Replaced "o" rings left brake caliper due to leaking.
- 6--Replaced all brake pads left and right for wear.
- 7--Replaced both wheel brake disc due to wear limits reached.
- 8--Flushed and bled both brake.
- 9--Replaced missing hardware from tail cone lower attach points.

RECORDING TACH TIME
 TODAY'S FLIGHT
 TOTAL TIME IN SERVICE
 Description of Inspections, Tests, Repairs and Adjustments Performed (See back pages for other specific entries.)
 Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility.

FAA
 FEDERAL BUREAU OF INVESTIGATION
 10-10-2012
 16397
 4

10—Resealed case through studs, leaking aft of crank flange leak check ok on engine run.

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26—Removed corrosion from brake caliper mounting bolt holes (unable to remove freely).

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Description of Inspections, Tests, Repairs and Alterations
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September 25, 2017

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4--Replaced "o" rings right brake caliper due to leaking.

5--Replaced "o" rings left brake caliper due to leaking.

6--Replaced all brake pads left and right for wear.

7--Replaced both wheel brake disc due to wear limits reached.

8--Flushed and bled both brake.

9--Replaced missing hardware from tail cone lower attach points.

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Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

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23—Repaired wiring left wing leading edge light functional check complied with.

24—Battery box repaired due to corrosion and drain line adaptor repaired. Unplugged battery box drain line.

25—Replaced brake caliper shims both sides (missing) with Cleveland parts.

26—Removed corrosion from brake caliper mounting bolt holes (unable to remove freely)

September 25, 2013

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8--Flushed and bled both brake.

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TACH TIME

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N69704

October 10, 2012

W/O# J6

Hobbs 0227.3

Removed right engine. Reinstalled right engine after repair. Replaced 4 #J12390-1 Engine Mounts & #0851559-1 lock.

MAINTENANCE RELEASE

MAKE CESSNA SERIAL NO. 310Q-0930 MODEL 310Q TOTAL TIME UNKN

THE AIRCRAFT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND WAS FOUND AIRWORTHY FOR RETURN TO SERVICE. PERTINENT DETAILS OF REPAIR ARE ON FILE AT THIS AGENCY UNDER WORK ORDER NO. J6397 DATE: 10-10-2012

SIGN: John E. Jowell FOR REPAIR STATION NO. JUJR300L

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23—Repaired wiring left wing leading edge light functional check complied with.

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