CESSNA 210 N9685T

McCAULEY™

PROPELLER LOGBOOK

INSTALLATION HISTORY

Date	Aircraft Model & Registration Number	Engine Serial Number & Position
SEP 29 2010	THIS PROPELLER WAS MANUFACTURED NEW AT McCAULEY PROPELLER SYSTEMS. INSPECTED AND FOUND TO BE AIR-WORTHY ON THIS DATE.	
		11 295
24DEC2010	INSTALLED McCAULEY PROPELLER MODEL	
	D3A36C435-A, S/N 100814 ON AIRCRAFT N9685T	
	S/N 21057485 AND CONTINENTAL IO-470E	
	S/N 76852-6 IAW MANUFACTURERS INSTRUCTIONS	
	AND STC# SA0092OCH @ 2,847.48 HRS	
	DO Craig A&P 3484948	

MAINT

Total Propelle Time

Enter Compl

1. Approving National Aviation Authority / Country	2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG	3. System Tracking Ref. No.
FAA / UNITED STATES		39132

4. Organization Name and Address	5. Work Order, Contract, or Invoice Number:
Rocky Mountain Propellers, Inc., 2865 Airport Drive, Erie, CO 80516 USA FAA FR6R545N - EASA.145.4827	39132

6. Item:	7. Description:	8. Part Number:	9. Eligibility: *	10. Qty:	11. Serial / Batch Number:	12. Status / Work:
1	McCauley Propeller	D3A36C435-A / 80VEA-0	N/A	1	100814	Repair

13. Remarks:

Resealed cylinder per McCauley Service Manual #MPC400, Rev. 2. Removed and installed propeller per McCauley Owners Manual #MPC26. This repair does not affect time since new.

TSN: 116.0
TSO: n/a

A complete Description of work performed is on file at the above referenced organization under the work order and system tracking reference number indicated in blocks 3 and 5. Notice: An Airworthiness Directive may apply to the article(s) described hereon. The installer is responsible for ensuring complete compliance with any applicable Airworthiness Directives. "Certifies that the work specified in block 12 / 13 was carried out in accordance with FAR Part-145 and EASA Part-145 and in respect to that work the component is considered ready for release to service under EASA Approal Number: EASA.145.4827"

14. Certifies the items identified above were manufactured in conformity to:	19.
☐ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 13.	☒ 14 CFR 43.9 Return to Service ☒ Other regulation specified in Block 13 Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.

15. Authorized Signature:	16. Approval / Authorization No.:	20. Authorized Signature:	21. Approval / Certificate No.:
			FR6R545N
17. Name (Typed or Printed)	18. Date (m/d/y):	22. Name (Typed or Printed):	23. Date (m/d/y):
		Dave Hampel	Aug 28, 2012

User / Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part / component / assembly. Where the user / installer performs work in accordance with the national regulations of an Airworthiness Authority different than the airworthiness authority of the country specified in block 1, it is essential that the user / installer ensures that his / her airworthiness authority accepts parts / components / assemblies from the airworthiness authority of the country specified in block 1. Statements in block 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user / installer before the aircraft may be flown.

FAA Form 8130-3 (6-01) * Installer must cross check eligibility with applicable technical data.

MSN: 0052-00-012-9005

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MAINTENANCE & SERVICE HISTORY

Date: 24 Feb. 2025

Airframe Total Time: 3,751.72 Hours
Engine TSN: 851.30 Hours
Propeller TSN: 899.52 Hours

PROPELLER

Airframe: 1960 Cessna C210, N9685T, S/N 21057485
Engine: Continental IO-470-E, S/N 1005776
Propeller: McCauley 3-Blade, Model D3A36C435-A, S/N 100814

01). McCauley S/N 100814 has 10 years & 5 months Total Time-In-Service.

02). Nose Gear Fork broke-in-half, causing the nose wheel to separate from the nose gear and the Propeller stuck the asphalt. The Three (3) Propeller blade tips bent forward after striking the taxiway asphalt.

Douglas O. Curry DOCurry FAA A&P / IA 3484948

Note: Enter Compliance With All Applicable FAA A.D. & Factory Service Bulletins On Pages 11 & 12

ENGINE LOG BOOK

1960 Cessna 210, N9685T 2105748

IO-470E, S/N 1005776

Continental Motors, Inc.

Production Certificate 508

Printed: 12/14/2011

Test Date: 12/13/2011

This engine model I0470E20B, serial number 1005776 was rebuilt by Teledyne Continental Motors in accordance with approved design data and the applicable requirements of Part 21 of the Federal Aviation Regulation. The approved design data for this engine incorporates all changes required by applicable Airworthiness Directives and Teledyne Continental Motors Service Bulletins.

Date	Hours	Min	Hours	Min	Record maintenance actions including engine part removal and installation and compliance with inspections, Airworthiness Directives, Special Inspections, Modifications and Service Bulletins
Carried forward →					

Date: 15 Feb. 2012

Airframe Total Time: 2,900.00 Hours
Engine Time: 1,484.47 Hours
Engine TSMOH: 835.87 Hours
Propeller TSN: 53.48 Hours

ENGINE

Airframe: 1960 Cessna C210, N9685T, S/N 21057485
Engine: Continental IO-470-E, S/N 76852-9
Propeller: McCauley 3-Blade, Model D3A36C435-A, S/N 100814

01). Continental Engine S/N 76852-9 was removed in operating condition at 2,900 Total Airframe Hours from N9685T. The above total engine times have been updated to reflect the engine total time in service. Engine S/N 76852-9 operated 53.0 hours over the past 12 months during 2011 prior to removal from the airframe.
02). TCM Return Core RMA Number 8918256. New Factory Rebuilt zero time engine was ordered from Air Power, Inc. under reference PO# ENG0030507.
03). Factory New IO-470-E serial number is 1005776.

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Date: 27 Mar 2012

Airframe Total Time: 2,900.00 Hours
Engine Time: 00.00 Hours

ENGINE

Date: 14 July 2023

Airframe Total Time: 3,808.36 Hours
Engine TSN: 908.00 Hours
Propeller TSN: 961.48 Hours

ENGINE – Annual Inspection

Airframe: 1960 Cessna C210, N9685T, S/N 21057485
Engine: Continental IO-470-E, S/N 1005776
Propeller: McCauley 3-Blade, Model D3A36C435-A, S/N 100814

Total Flight Time 2022 to 2023 equals 57.0 Hours of Operation.

01). Inspected and cleaned engine compartment.
02). The Engine was serviced with 9 Quarts of New AeroShell 15W/50 Oil.
03). Performed hot engine cylinder compression check. ENG TT: 908.00 Hours TTSN. #1-65, #6-70, #3-70, #2-70, #5-70, #4-65. All six cylinders have 60 / 80 psi compression. Magneto timing check OK.
04). Checked fuel strainer in nose wheel well. Cleaned nose wheel well.
05). Checked electric fuel pump filters which are mounted in the nose wheel well.
06). Checked the low (prime) and high boost pump switch settings – Operational
07). Inspected the engine compartment fuel, oil, vacuum and hydraulic hoses.
08). Removed, Cleaned and Installed 12 ea. RHB32E spark plugs. The Bottom 6.0 ea. spark plugs 148.2 Hours. The Top spark plugs have 444.0 hours TTSN. Installed new M674 spark plug gaskets.
09.) Installed New Components: 2 ea. felt washers P/N 535933, small crush washer P/N 538727-1 and large crush washer P/N MS35769-48. Secured ¼" bolt and Screen plug with safety wire.
10). Installed 12 ea. magneto ignition wires to spark plugs after applying spark plug torque.
11). Air Filter BA2305 has 385.0 hours TTSN.
12). No major oil or fluid leaks noted in the engine compartment at this time. Some very light oil splatter on the left and right side of the engine oil pan. The Nose gear box side panel and top were wipe clean of oil.
13). Completed an Annual Inspection IAW FAR 43 (D) and reviewed ADs.

This engine has been inspected per FAR 43, Appendix D. I certify that this aircraft has been inspected in accordance with an ANNUAL inspection and has been determined to be in airworthy condition.

Douglas O. Curry DO Curry FAA A&P / IA 3484948 Date: 14 July 2023, Hobbs: 995.6 Hrs.

1960 CESSNA 210 N9685T

The Standard

AIRCRAFT LOG #3

S/N 21057485

ASA-SA-2

DATE	TIME IN SERVICE	Current Weight and Balance Information			
		Empty Weight	Empty C.G.	Useful Load	Remarks

Date: 23 Jun 2012

Airframe Total Time: 2,922.00 Hours
Engine Time: 22.00 Hours
Propeller Time: 75.48 Hours

WT&BAL CAL

Airframe: 1960 Cessna C210, N9685T, S/N 21057485
Engine: Continental IO-470-E, S/N 1005776
Propeller: McCauley 3-Blade, Model D3A36C435-A, S/N 100814

01). Weighed aircraft on electronic scales in level attitude per Cessna Wt&Bal Sheet.
02). Aircraft fuel tanks were both topped-off to the tank filler rim with 65 Gals of fuel.
03). Engine oil level was at 10.0 quarts of oil.
04), All cabin loose items were removed from the cabin and baggage compartment.
05). The nose wheel weight is 822.0 Lbs.
06). The total main landing gear weight is 1,453.0 Lbs.
07). The aircraft total weighed weight with full fuel is 2,275.0 Lbs.
07). The Empty Wt. is 1,945.0 Lbs. includes 10 gals or 60 Lbs. of Unusable Fuel.
08). **The Useful Load is 955.0 Lbs.**
09). The Empty WT. C.G. is 33.19 Inches and the moment is 64,548.50 Lbs.-Inches.

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TACH TIME	FLIGHT	TIME IN SERVICE	Entries must be endorsed with Name, Rating and Certificate N

Technician or Repair Facility. (*See* back pages for other specif

Date: 6 Nov. 2014

Airframe Total Time: 3176.00 Hours
Engine TSN: 276.00 Hours
Propeller TSN: 329.00 Hours

AIRFRAME

Airframe: 1960 Cessna C210, N9685T, S/N 21057485
Engine: Continental IO-470-E, S/N 1005776
Propeller: McCauley 3-Blade, Model D3A36C435-A, S/N 100814

01). This logbook entry is entered to annotate the start of aircraft maintenance entries entered in to Logbook #3 for N9685T.

02). Logbook #2: The first entry started on 4 Nov 1975 at 1,687 tach hours and last aircraft maintenance entry was entered on 2 July 2014 at 3,130.33 tach hours.

03). The aircraft tachometer hours represent the airframe total time.

Douglas O. Curry DO Curry FAA IA 3484948

---------- BEGIN LOGBOOK #3 ----------

Airframe – Annual Inspection

Date: 14 July 2023

Airframe Total Time: 3,88.36 Hours
Engine TSN: 908.00 Hours
Propeller TSN: 961.48 Hours

Airframe: 1960 Cessna C210, N9685T, S/N 21057485 57.0 Hours 2022 - 2023
Engine: Continental IO-470-E, S/N 1005776
Propeller: McCauley 3-Blade, Model D3A36C435-A, S/N 100814

01). Inspected and cleaned aircraft interior and engine compartment.
02). Inspected and lubricated flight controls. Confirmed Rudder cable attachment and safety.
03). Removed & Installed nose wheel shimmy dampener to service with hydraulic fluid.
04). Serviced MLG tires to 60 psi and the nose tire to 45 psi.
05). Checked fuel strainer in nose wheel well.
06). Removed and replaced 3 landing gear box stress panels, no hydraulic fluid in belly.
07). C/W AD 2011-10-09 by visual inspection. Reference 30 Nov 2015 logbook entry.
08). Completed an Annual Inspection IAW FAR 43 (D) and reviewed ADs.

This aircraft has been inspected per FAR 43, Appendix D. I certify that this aircraft has been inspected in accordance with an ANNUAL inspection and has been determined to be in airworthy condition.

Douglas O. Curry DO Curry FAA A&P/IA 3484948 Hobbs: 995.6 Hrs.

YEAR: / DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Etc. Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (*See* back pages for other specific entries.)

Date: 7 Feb. 2024 Airframe Total Time: 3,831.49 Hours

Hydraulic System

Airframe: 1960 Cessna C210, N9685T, S/N 57485
Engine: TCM IO-470E, S/N 1005776

01) Hand Pumped the Flaps with the Power Pack Handle. Pressure on Up & Down stroke.
02) The Nitrogen Accumulator held 300 PSI of pressure. Charged the system to 600 PSI.
03) Started the engine and cycled the flaps up & down and cycled the main landing gear doors.
04) Added 5606 hydraulic fluid to the Power Pack Reservoir.
05) Visually Inspected the engine driven hydraulic pump case halves for leakage, none noted.
06) Cleaned Oil residue from the inside of the Engine Cowling / Compartment.
07) Inspected the engine control rod-end hardware (bolts & castellated nuts & cotter pins) for security and freedom of movement.

Douglas O. Curry DO Curry FAA A&P / IA 3484948 HOBBS Time: 1,020.0 Hrs.