

PRO AIR, INC.
September 16, 2008
1973 T210L N22650
SN-21059767

General

3635 TT
Robertson STOL
Custom metal panel (powdercoated) with ring lighting
Hangared at KSLC; previously at 36U, Heber
All log books since new

Engine/prop/electrical

735 SFRM
Prop - 625, square-tip conversion
Annual completed April 2008
Kinsley exhaust - new 2003
GAMI injectors - 2004
All oil/fuel lines replaced 2006 (firewall forward)
Oil check valves replaced 2005
All hydraulic lines replaced 2005
500 hour magneto service Sept. 2006
New alternator and voltage regulator - 2005
Reiff engine heater
Sealed battery (Concorde)

Avionics/instruments/electrical

Aspen EFD1000 primary flight display (PFD), October 2008
GI 106A CDI w/GS
S-Tec 62 autopilot, July 2008
GNS 530 - IFR-certified (WAAS-equipped)
GNS 430 - IFR-certified
GDL-69 (enables NEXRAD, METARS and TFRS for display on the 430 and 530)
GTX 330 transponder (traffic alerts displayed on 430 and 530; altitude-hold alert)
JPI 700 Davtron 800 engine analyzer/clock/OAT
Shadin Microflo - coupled to GPS
Horizon digital tach
Low-vacuum warning light
“Gear motor running” indicator light
Electric backup horizon

Interior

All windows/windshield (except pilot window) - new 2003

Door seals - New 2003

Carpet - New 2003

Wool headliner - new 2003

Glare shield - new 2003

O₂ system current (2008) with low-flow canulas and meters

Inertial reel pilot & co-pilot shoulder belts

Shoulder belt Cessna SK on seats #3 and #4

Airframe/landing gear

Replaced foam filled trim tab and trailing horiz. stabilizer

Flight controls rigged by CPA, rechecked by CPA 2007

Landing gear rigged by Coastal Valley Aviation 2006

Monarch fuel caps

Huntington tube style door/window locks