

*W*



Cessna®



# AIRCRAFT LOG

## AND MAINTENANCE RECORD

N

1217M

SERIAL NO.

177RG0400

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
73	VOR 1 VOR 2			19	<div style="border: 2px solid black; padding: 10px; margin: 10px auto; width: 80%;"> <p>I have inspected this aircraft and found it complies with the requirements of FAR 21.183. All mandatory changes have been complied with. The static pressure system and sensitive altimeter instrument <u>96210</u> have been tested and inspected <u>7-27-73</u> and found to comply with FAR 91.170 to an altitude of <u>20</u> thousand feet. Standard Certificate of Airworthiness dated <u>8-8-73</u> was issued by me.</p> <p style="text-align: right;"><i>[Signature]</i> Executive Engineer</p> <p style="text-align: center;">Cessna Aircraft Co., Pawnee Div. Delegation Option Manufacturer CE-1</p> <p>By <u><i>[Signature]</i></u> C. J. Miller</p> </div>
7-31	0°	NA	J. J. W.		
4-24-74	TACH INDICATES 125 HOURS. REPAIR DAMAGE AREA FOR RT. MAIN GEAR BY REPLACING NECESSARY BULKHEADS AND SKIN. CONDUCT GEAR RETRACTION, CHECK'S OK. REPLACE LEFT FWD CABIN DOOR BULKHEAD FROM WIND DAMAGE.				<p style="text-align: right;"><i>Robert A. Godman</i> CRS 303-8</p>

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE  19 ____	REMARKS  Enter here general data with reference to "Line" and "Periodic" inspections — Rigging Changes — Alterations — Repairs — Service Letters — and changes in propeller or engine — as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
Date	Bearing error VOR 1 VOR 2	Place	Signature		
		(1) Replace Broken Bulbs			<p><b>AIRFRAME</b> = Jacked aircraft, removed wheels, greased bearings and gear, checked brakes, checked retraction and emergency extension, Checked electrical system and battery. Checked all controls and oiled as needed. Removed all inspection plates and checked structure. Checked cockpit belts, lights and instrument operation.</p> <p>Total Time.....149: hr..</p> <p>Tachometer .....149: I certify that this (aircraft) (<del>engine</del>) has been inspected in accordance with a (annual) (<del>100 hour</del>) inspection and was determined to be in airworthy condition</p> <p>Dated. 6/31-74... W.O. No.... 2965</p> <p>Signed <u>Larry O Berens Chief Insp.</u></p> <p>IOWA AVIATION INC. 3333 Army Post Road Des Moines, Iowa 50321 Certified Repair Station 304-14</p>
		(2) Repair Door moulding			
		(3) Lub flap control			
		(4) Replace Rt Brake Linings			
		(5) Touch up paint on tail			
		(6) Ins Hyd Power Pack			
		(7) oil A.O's c/w to date			



# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
	TACH TIME & T.T.		385.7				
<p>I certify that the altimeter and static system tests required by FAR Part 91.170 have been preformed. The altimeter was tested to 20,000 feet on 1-20-75 by DUNCAN AVIATION, S/N 82657</p> <p>Signature: James W. Fisher</p> <p>DATE: 3-28-75</p> <p>Certificate No. ACP 482706868</p> <p>see maintenance release in back of log book</p> <p>Next altimeter check due 1-20-77</p>							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							



# AIRCRAFT LOG

[illegible]

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IO THS	
19 75							
7-11-75	This date Install AT-50A Transponder-Cessna 380 Marker Receiver; Cessna 380 NAV/Com						
	See FAA 337 Form & Weight & Balance for details						
	New Empty WT = 1775.4						
	New C.G. = 104.2						
	Useful Load = 1024.6						
	Metroplex Avionics Inc.						
	Loc 17 Meacham Field						
	FT. Worth Texas						
	R.S. 204-32 Joe B. Kufnerall						
	Chief						
	Chap.						
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

# AIRCRAFT LOG

[illegible]



# AIRCRAFT LOG

[illegible]

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
	2-10-76	Total time 523	190 hr inspection complete. Checked all cables & pulleys. Rebuilt & rewired. Cleaned inspect & replaced worn & damaged. Completed with R.D. 74-18-15 installed noise suppressor.				
		<p>I certify that this aircraft has been inspected in accordance with <u>Manual</u> inspection and was determined to be in airworthy condition.</p> <p>Date <u>2-10-76</u> Tech reads <u>523</u> Total <u>523</u></p> <p><del>Name: V. D. ROBERTSON, JR. No. A&amp;E 1282058</del></p> <p><i>Robert Robertson</i> TA-293592</p>					
		CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE					

# AIRCRAFT LOG

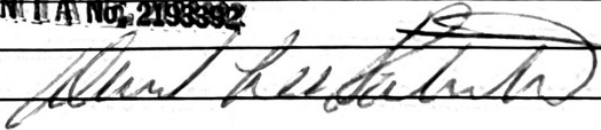
VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19 ____	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
	VOR 1	VOR 2			
March 26	Each	556.8	Transponder ATSOA 5. #35515		
Tested in accordance with FAR 91.177 and found to meet the requirements of FAR 43 Appendix F					
FAA Repair Station #201-6					
AGLmare					
NEW MEXICO AVIONICS, INC.					
ALAMEDA AIRPORT					
10003 Coors Road, NW					
Albuquerque, New Mexico 87114					



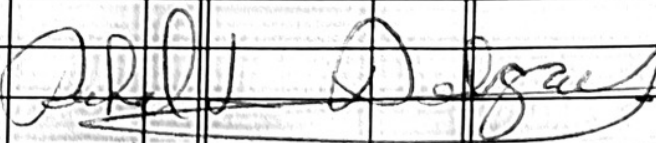

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
4-21-76			Total time 632 hrs DO to inspection. Aircraft checked all cables & pulleys lights & plumbing wiring. Cannot inspect exhaust system because installed this new exhaust system. Problem was restriction installed was E.L.T. Battery 2-79				
<p style="text-align: center;">I certify that this aircraft has been inspected in accordance with a <u>Visual</u> inspection and was determined to be in airworthy condition.</p> <p>Date <u>4-21-76</u> Tech reads <u>632</u> Total <u>632</u></p> <p>Name: DAVID LEE ROBERTSON I A No. 2193392</p> <p style="text-align: right; font-size: 1.2em;">David Robertson</p>							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error		Place	Signature	<small>Enter here general data with reference to "Line" and "Periodic" inspections — Rigging Changes — Alterations — Repairs — Service Letters — and changes in propeller or engine — as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</small>
	VOR 1	VOR 2			
				7-2-76	Tech 721 100 hr inspection Checked all lights cables & fueling plumbing wiring. Cleaned up cockpit replaced a bad bearing. Replaced landing gear struts & installed new D.G.
					I certify that this aircraft has been inspected in accordance with a <u>L.P.E.M.</u> inspection and was determined to be in airworthy condition.
					Date <u>7-2-76</u> Tech reads <u>721</u> Total <u>721</u>
					Name: <u>DAVID LEE ROBERTSON II</u> A No. <u>2198392</u>
					

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
9-13-76	TACH	READS 820	COMP	100 HR	INSP.		AS PER
	CESSNA	INSP.	GUIDES	CHECKED	BATTERY		CLEANED
	AND	REPACKED	ALL	WHEEL BEARINGS	CHECKED		ALL
	CABLES	& PULLEYS	CHECKED	ALL	ELEC		WIRING
	& CONNECTORS	SERVICED	BRAKE	SYSTEM			
<p>I certify that this aircraft has been inspected in  accordance with a ..... inspection  and was determined to be in airworthy condition.</p>							
Date: 9-13-76				Tech reads 820.. Total... 820			
Name: V. D. DOLAN				Reg. No. 1262558			
							
							

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE



# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature	19 <u>76</u>	Enter here general data with reference to "Line" and "Periodic" inspections — Rigging Changes — Alterations — Repairs — Service Letters — and changes in propeller or engine — as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
10/5/76		Tach	Xpander		MARCO ATSOA Serial # 35515 Tested
		IAW FAR 91.177			and found to comply with FAR 43 App F
		Kevin Sublet			A & P 329-92-4559
					NEW MEXICO AVIONICS, INC.
					ALAMEDA AIRPORT
					10003 Coors Road, NW
					Albuquerque, New Mexico 87114
					NEW MEXICO AVIONICS, INC.
					ALAMEDA AIRPORT
					10003 Coors Road, NW
					Albuquerque, New Mexico 87114

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
19 <u>76</u>							
Nov. 23	TACT Time	Total Time	900.7	Removed Directional Gyro S/N 2426	Installed Servicable Unit S/N 10401	Removed Attitude Gyro S/N 5677	Installed Servicable Unit S/N 19515F
				Installed New Lower Door Hinge	Left Hand door		
							Paul D. Smith A&P 2160840
~~~~~							
12-8-76	TACH	908 HRS.	- REPLACED ROD IN SHIMMY DAMPENER & RESEALED SAME.	Mathew S. Muffey			A&P 232807413
~~~~~							
12-23-76	100 hour	Inspected	- Run Retraction Test - Check Springs all cables, Pulleys - Good	ALL A.D. No 705			
	THRU 76-21	- Repair Rear Seat Pairings	ReSeal Wind Shield - patch both tips	Stab. - Repair Left door + strapping	Left door test at bottom hinge		
~~~~~							

I certify that this aircraft has been inspected in accordance with a PAVNO 21 inspection and was determined to be in airworthy condition. Total time to date 12-23-76 920 hours.

Name W. B. [Signature]  
 A & P # AK1199257  
 Date \_\_\_\_\_

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

Coronado Skyways, Inc.

# AIRCRAFT LOG

[illegible]



# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
19 4-13-77	TACH	1054 HRS.	INSTALLED DIR. CYRO S.N. 501490				
	MODEL	4000B-8	Mathew S. McKenney				ATP 232807493
4/21/77	TACH	1070 HRS	SERVICED SHIMMY DAMPER - REPLACED BALANCE NOSE WHEEL TIRE				
			R.D. Roudalush				ATP 173365738
5/24/77	TACH	1118 HRS	REPLACED RT & LT MILG TIRES - RESEALED RT BRAKE CYLINDER - REPLACED BRAKE PADS ON RT & LT BRAKE - REPACKED WHEEL BEARINGS				
<p>I certify that this aircraft has been inspected in accordance with a <u>100 HOUR</u> inspection and was determined to be in airworthy condition.</p> <p>Date <u>5/24/77</u> Total <u>1118</u></p> <p>Name <u>R.D. Roudalush</u></p> <p>No. <u>ATP 173365738</u></p>							

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2				
				1976	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
I	CERTIFY THAT	I HAVE INSPECTIONED THIS AIRPORT AND A			
100	HAS BEEN FOUND TO BE IN AN				
812	WORTHY CONDITION JACK 1217.1				
22	JAN 1977				E.M. - ACP 2006621 4/21/77
20	DUG 77 JACK 1316.1 I CERTIFY THAT I				
HAVE	INSPECTED THIS PORT TOWER AND				
AND	FOUND IT TO BE WORTHY NOTED LEFT				
WIND	TIDE WILL HAVE CARRIED OUT CLEANED				
EXHAUST	ON THE BOOM REQUIRED ROTATION				
FEELING.					
					E.M. - ACP 2006621

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
19							
10-19-77	TACH	1375 HRS.	- REPLACED NOSE TIRE & TUBE B.F. GOODRICH 500X5 HPLY - SERVICED NOSE STRUT WITH AIR <i>[Signature]</i>				232807413
20 Nov 77	Tach	1417.3	I CERTIFY THAT I HAVE INS'D THIS DCCT AND P 100 HQ INSP. AND FOUND IT TO BE IN AN AIRCRAFT CONDITION RECHECKED ALL WHEEL LEADINGS <i>[Signature]</i>				2006621
29 Nov 77	Tach	1417.3	REPAIRED LEFT DOOR POST. AND DOOR REPLACED BOTH MAIN TIRES <i>[Signature]</i>				2006621

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature	19 ____	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
				Dec 1, 1977	Tach 1417.3 total 1417.3  <b>I CERTIFY THAT THIS <u>Aircraft</u> HAS            BEEN INSPECTED WITH AN <u>Annual</u>            INSPECTION AND HAS BEEN DETERMINED            TO BE IN AIRWORTHY CONDITION.  <u>FRANK W. ZIEGLER</u>      <b>A&amp;P 2160048 1A</b>  <i>Frank W. Ziegler</i> </b>
				Dec 1 1977	PERFORMED ALTIMETER AND STATIC SYSTEM CHECK IN ACCORDANCE WITH FAR 91.170 ALL PARTS CHECKED SYSTEM TO 20,000 FT. AND IS FUNCTIONING PROPERLY. <i>Major A. J. Hughes</i> AVIONICS ASSOCIATES ALBUQUERQUE, N.M. 87105 (505) 263-6400



# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
19 78							
19 FEB 78	TACH 1515.3		I CERTIFY THAT I HAVE INSP THIS A/C I SAW A 100 hr. insp. and FOUND IT TO BE IN AN AIRWORTHY CONDITION ALL LUBE CARRIED OUT SERVICED SHIMMED DANGER REGAINED STALL WARNING horn.				
							E Morgan - ATC 2006621
14 APR 78	REPLACED FUEL STRAINER DRAIN CABLE. REPLACED NOSE WHEEL CENTER PIECE. REPLACED RT GEAR ACTUATOR THRU BOLT.						E Morgan - ATC 2006621
			I certify that I have Insp. this Aircraft/Engine I.A.W. A 100 hr./Annual Insp. and found it to be in an Airworthy Condition. Tach <u>1616.1</u> Date <u>19 APR 78</u> Name <u>[Signature]</u> No. <u>ATC 2006621</u> Morgan Aviation Inc. Midvalley Air Park 4303 Elaine Dr., S.W. Los Lunas, N.M. 87031				

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE 19 ____	REMARKS Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
Date	Bearing error VOR 1 VOR 2	Place	Signature		
					<p>I certify that I have Insp. this Aircraft/Engine I.A.W. A 100 hr./Annual insp. and found it to be in an Airworthy Condition. Tach 1718.3 Date 16 July 78 Name E. May No. ACP 2006621 E. May ACP 2006621 Morgan Aviation Inc. Midvalley Air Park 4303 Elaine Dr., S.W. Los Lunas, N.M. 87031</p> <p>26 July 78 INSPECTED STABILIZER PIVOT POINT FOR WEAR AND FOUND ACFT SAFE FOR A ONE TIME FLIGHT E. May ACP 2006621 9 AUG 78 REPLACED BOLT BUSHINGS AND BOLT ON LEFT STABILIZER PIVOT POINT TACH 1732.1 E. May ACP 2006621</p>

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
28 Aug 78 19	Tach 1792.7		Removed #1 Cam		RTS		28A for repair
	RPA Repair Station #201-6						Arlmore
31 Aug 78	Tach 1794.4		Replaced #1 Cam		RT		328A
	RPA Repair Station #201-6						Arlmore

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19 ____	
VOR 1	VOR 2				
		12-02-78			Tach 1825.0 Total 1825.0 Inspected aircraft, removed wheels greased bearings and gear. checked brakes retorted gear, checked emergency extension. Checked electrical system and battery. Checked alt. controls and Lybed as needed. Ran over all inspection plates and checked structure. Checked cockpit, seats, seatbelts, lights and instrument operation AD 78-23-10 RSA-5ADI injectors NAB/PK
<b>I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN</b> <b>INSPECTED IN ACCORDANCE WITH AN <u>Annual</u></b> <b>INSPECTION &amp; AT THIS TIME HAS BEEN FOUND</b> <b>TO BE IN AIRWORTHY CONDITION.</b> <b>DATE <u>12/03/78</u> TACH <u>1825.0</u> TOTAL <u>1825.0</u></b> <div style="text-align: right; font-family: cursive; font-size: 1.2em;">             Jack W. Ziegler AEP 2160078           </div>					



# AIRCRAFT LOG

[illegible]

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19 ____	
7-30-79			Tach	1926	Removed & Repl. Both Tires.
<p>I certify that I have insp. this Aircraft/Engine  I.A.W. A 100 hr./Annual insp. and found it  to be in an Airworthy Condition.</p> <p>Tach <u>1926</u> Date <u>7-30-79</u>  Name <u>[Signature]</u> No. <u>545465458 ACP</u>  Morgan Aviation Inc.  Midvalley Air Park  4303 Elaine Dr., S.W.  Los Lunas, N.M. 87031</p>					

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IO THS	
19 10-22-79		Isch 20258	Bendix magnetos DYKN 2021 PN 40-382555-U SN 834141 REMOVED AND SENT TO BENDIX FOR COMPLIANCE WITH AD 29-18-06 TO BE REINSTALLED AND ENGINE RUNNING FOR FUNCTION CHECK FOR POWER INTERPRETER				
10-25-79		Isch 20259	Aircraft NOT to be Flown IFR Altimeter and static system due two year checks <del>TRANSPONDER</del> is over due 2 year check and is to be considered as inoperative and is labeled inop				

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature	19 ____	Enter here general data with reference to "Line" and "Periodic" inspections — Rigging Changes — Alterations — Repairs — Service Letters — and changes in propeller or engine — as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
					<p><u>DATE 10-25-79 TACH 2025.8 TOTAL 2025.8</u></p> <p>Jacked aircraft, removed wheels, greased bearings, and gear, checked brakes, retracted gear, and checked emergency gear extension. Checked electrical systems and battery. Checked all controls and lubed as needed. Removed all inspection plates and checked the structure. Checked cockpit, seats, seat belts, lights, and instrument operation. AD 79-08-03 <del>crack</del> lighter wire <u>SECURED</u></p> <p><b>I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>ANNUAL</u> INSPECTION &amp; AT THIS TIME HAS BEEN FOUND TO BE IN AIRWORTHY CONDITION.</b></p> <p><u>DATE 10-25-79 TACH 2025.8 TOTAL 2025.8</u></p> <p style="text-align: right;"><i>W. J. Fisher</i> AEP 2160048 TP</p>



# AIRCRAFT LOG

[illegible]

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1   VOR 2	Place	Signature	19 ____	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
AIRFRAME - Jacked aircraft, removed wheels, greased bearings and gear, checked brakes, checked retraction and emergency extension, checked electrical system and battery. Checked all controls and oiled as needed. Removed all inspection plates and checked structure. Checked cockpit belts, lights and instrument operation.					REMOVED LANDING GEAR RACK & PINION ASSY. CLEANED AND SHIMMED IAW CESSNA 177RG MAINT. MANUAL. RIGGED RACK & PINION, RH & LH DOWN LOCKS, RH DOWN LOCK SWITCH REPLACED LH & RH BRAKE LIVINGES. RESETED LH STRUT BRAKE SWIVEL FOR BRAKE. REPLACED NOSE PROXIMITY SWITCH. REPLACED ELEVATOR TIPS. REMOVED ELEVATOR, STRIPPED PAINT & REPAINTED. CHECKED BALANCE IAW 177RG SERVICE MANUAL. REPLACED VOLTAGE REGULATOR & BATTERY. REPLACED VACUUM REGULATOR & CENTRAL AIR FILTERS.
Date <u>1-1-81</u> Tach reads <u>1526</u> Total <u>1526</u>					
I certify that this Aircraft has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in an airworthy condition.					
Signature <u>James W. Freary</u>					
Pertinent details of this repair are on file at this Repair Station under <u>W.O.</u>					
# <u>10718</u>				Dated <u>11/13/80</u>	
Seven Bar Flying Service, Inc. FAA Approved Repair Station No. 2240 10,001 Coors Rd. N.W. Albuquerque, New Mexico 87114					

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
1/28/81	TACK 2163,		REPLACED MAGNETIC ASSY FOR NOSE WHEEL UP LIMIT PROXIMITY SWITCH				AND 58828303 James W. Feery
	AIRFRAME		Jacked aircraft, removed wheels, greased bearings and gear, checked brakes, checked retraction and emergency extension, checked electrical system and battery. Checked all controls and oiled as needed. Removed all inspection plates and checked structure. Checked cockpit bolts, lights and instrument operation.				REPLACED LH WHEEL DRAIN PLUNGER, REPLACED BEACON RESISTOR.
	Date	3-1-82	Tach reads 2209.... Total... 2209....				4w A.D. 81-18-04 OIL PUMP GEAR.
	I certify that this Aircraft has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in an airworthy condition.						
	Signature <u>James W. Feery</u>						
	Pertinent details of this repair are on file at this Repair Station under W.O. # <u>11597</u>						
	Dated <u>2-1-82</u>						
	Seven Bar Flying Service, Inc. FAA Approved Repair Station No. 2240 10,001 Coors Rd. N.W. Albuquerque, New Mexico 87114						
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
					<p>Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his name and address must be entered in the space provided.</p> <p><b>Static Systems Tests required by FAR 91.170 were performed</b> _____  <b>and complies with FAR 43, Appendix E.</b>  <b>Details of this inspection on file at this</b> _____  <b>Repair Station under W.O. #</b> _____  <b>Date</b> _____ <b>Cert. No.</b> _____  <b>Sig.</b> _____  <b>Sky Scenes, Inc. CRS 201-21</b>  <b>Albuquerque, NM</b></p>
					<p><b>ATC Transponder Tests required by FAR 91.177 were performed</b> _____  <b>and complies with FAR 43, Appendix F.</b>  <b>ATC Trans</b> <u>4750A</u> <b>S/N</b> <u>35515</u>.  <b>Details of this inspection on file at</b> _____  <b>this Repair Station under W.O. #</b> <u>10443</u>  <b>Date</b> <u>4/14/82</u> <b>Sig.</b> <u>[Signature]</u>  <b>Cert. No.</b> _____  <b>Sky Scenes, Inc. CRS 201-21</b>  <b>Albuquerque, NM</b></p>
7/14/82	TAA 2257.6				<p><b>Chaulgo shimmy dampers + repairs</b>  <b>Fuel pressure drain + mass.</b>  <b>AD551060862</b></p>



# MEMORANDA

Date                      certify that this AIRCRAFT checked all flight controls & surfaces  
has been inspected in accordance with a checked r/c system for operation  
100 hr inspection and was REPAIRED DUAL WARNING HORN SYSTEM  
determined to be in airworthy condition CLEANED AIR & FUEL FILTERS SERVICED  
this date 8/19/82 : BATT. CHECKED TIRES & BRAKES. PERFORMED  
Tach 2304.0 FUNCTION TEST IN NORMAL & EMER  
T.T. 2304.0 MODES.  
A & P 551060862  
Signed Mike Williams  
WILLIAMS AIR REPAIR  
Aztec, N.M.

11/2/82 installed KN 64 DME in accordance with FAR 43.13-1 & 2 & all  
manufacturers installation manuals, see new weight and  
balance this date

SKY SCENES, INC.  
CRS-201-21

Ag Blum

# MEMORANDA

Date	I certify that this <u>Aircraft</u> <u>Checked all flight controls + surfaces</u> <u>has been inspected in accordance with a</u> <u>checked elec. systems for operation</u> <u>ANNUAL</u> inspection and was <u>Repaired wop pitot heat. Installed</u> <u>determined to be in airworthy condition</u> <u>new Goodyear 15-600x6 6ply tire 2's.</u> <u>this date</u> <u>12/9/82</u> <u>Repacked all wheel bearings. Greased</u> <u>Tach</u> <u>2405.5</u> <u>All fittings. Performed retract. test</u> <u>T.T.</u> <u>2405.5</u> <u>in normal + reserve modes. Serviced</u> <u>A &amp; P</u> <u>551060862 AI</u> <u>Batt, air + fuel filters. Replaced R/L</u> <u>Signed</u> <u>Mike Williams</u> <u>landing light. A.D. 82-20-01 is N/A</u> <u>WILLIAMS AIR REPAIR</u> <u>Due to over 300 hrs on couplings.</u> <u>Aztec, N.M.</u>
2/15/83	Installed NARCO ELT 10 Xmitter S/N 77564 with New Batt. Batt chg due 12/84.
4-7-83	VOR rec. check ALB. Int VOR-1 = 0° VOR-2 = -2° Stu Sam
4/14/83	Tach 2495.8 Replaced D.G S/N 501490 + Installed New unit S/N A18887E. Functioning ck-ok Mike Williams A/P 551060862