

9

EXCERPT FROM THE FEDERAL AVIATION REGULATIONS

NOTE

Since the following excerpt is subject to change, a periodic check of the latest FAR, Part 91 should be made to insure that adequate maintenance records are being kept.

"FAR 91.173 Aircraft and Engine Maintenance Records. The registered owner or operator shall maintain a maintenance record in a form and manner prescribed by the administrator which shall include a current and accurate record of the total time in service on the aircraft and on each engine, a record of inspections, and a record of maintenance required by Part 18 of this sub chapter. Such records shall be:

- "(a) Presented for required entries each time inspection or maintenance is accomplished on the aircraft or engine,
- "(b) Transferred to the new registered owner or operator upon disposition of the aircraft or engine involved, and
- "(c) Make available for inspection by authorized representatives of the administrator or board."

INSTRUCTIONS FOR THE USE OF THIS LOG BOOK

All required data must be entered in the proper columns regularly. The column headed REMARKS is particularly important, for in that column must be entered the following information:

1. A record of all Line and Periodic inspections and results.
2. A record of all accidents in which the aircraft is involved, whether major or minor. All entries covering alterations or repairs to aircraft or propeller shall be endorsed by the certificated mechanic responsible for same, including his rating and certificate number.
3. A record of rigging changes; all repairs and alterations to aircraft or propeller; changes in engines or propellers; and a record of operation of both -- installed, and also prior to installation.
4. When repairs or alterations to aircraft or propeller necessitate submission of FAA Form ACA 337 (Repairs and Alterations) the original of this form shall be incorporated in the back of this book, and become a part thereof; and each such incorporated form shall be noted in the REMARKS column.
5. A record of all repairs to instruments used on certificated airline aircraft.
6. Chronological listing of compliance with service bulletins, airworthiness directives, etc., including a description of the method of compliance.

MAKE ALL ENTRIES WITH PEN AND INK--MAKE NO ERASURES.

DATE _____

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

AIRCRAFT LOG

Type Review operation checked in accordance with FAR 91.25			DATE
Date	Repeating error	Place	Signature
12-15-42	VOR 1 VOR 2	AA Wichita	1967

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.

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 have been tested and sensor worthiness dated 12-15-42. Certificate of Airworthiness dated 12-15-42. FAR 91.170.

Cessna Aircraft Co., Commercial Div. was issued by me.

Delegation Option Manufacturer, CE-1.

By George R. Biggs
George R. Biggs

LOG

[illegible]

DATE:

FLIGHT
FROM

10

**NATURE OF
FLIGHT**

**DURATION
OF
FLIGHT**

ACCUMULATED
TOTAL
FLYING TIME

HOURS	10THS
-------	-------

10THS

**SIGNATURE OF
PILOT**

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

WDR Receiver operation checked in accordance with FAR 91.25

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.

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DATE _____

[illegible]

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

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in accordance with FAR 91.25

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VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19__	
					I CERTIFY THIS <u>Alcockfield</u> HAS BEEN
					INSPECTED IN AC <u>1004183</u>
					INSPECTION AND VOR DETERMINED TO BE
					AIRWORTHY.
					<u>14412346 TACK 68337 DATE 6-15-70</u>
					<u>144P506691</u>

CCG

[illegible]

WOR Receiver operation checked
in accordance with FAR 91.25

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VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Reading error	Place	Signature		
	VOR 1	VOR 2			
				11/5	TACH TIME 783.7
					CHECKED ALL SURFACES + CONTROLS RE-FILLED
					HYDRAULIC RESERVOIR, CHECKED TIRES + BRAKES,
					CHECKED ELECTRICAL SYSTEM.
					I certify that this aircraft has been inspected
					in accordance with a 100 H.R. inspection and was
					found to be in an airworthy condition.
					Mark M. DeBart
					A+P# 1992213
					A.D. 70-15-16 C/W.
					CESSEA SE 70-24 C/W.

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
18					HOURS	10THS	

[illegible]

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

WOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Receiving error	Place	Signature		
	VOR 1	VOR 2		19 <u>7</u>	<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 rating and certificate number must be shown.</p>
				5-4	
					TACH TIME : 952:80
					checked all surfaces and controls, propeller, intake valves, cylinders, checked battery + electrical system
					Airworthy that this aircraft has been inspected in accordance with a 100 HR. inspection and was found to be in an airworthy condition.
					Mark M. Roberts
					AT/7 1992213
					APD 70-15-16 C/W.
					Cassia S.E. 70-23 C/W.

DATE _____

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	Reading error	Place	Signature		
VOR 1	VOR 2				
				11/1	<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 rating and certificate number must be shown.</p> <p>checked tach on this date all track read : 1063:50 new track read : 00:00</p> <p>Mark M. Bennett AIP # 1992213</p> <p>checked all wire and controls, re fitted battery master, fuel lines, checked battery and electrical system.</p> <p>A/D. 70-15-16 C/W, A/D. 70-24-4 C/W,</p> <p>Date: 1-25-72 Total Aircraft Time: 1080.0 I certify this A/C CRAFT was inspected in accordance with a 100% inspect: in airworthy condition.</p> <p>Signature: Mark M. Bennett AIP No. 1992213</p>

Journal of Management Education

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
1-24-72	Tach Time 17.5		Identify what this aircraft has been subjected to in accordance with a malfunction and determine its emergency condition.				
			Sgt J. P. [illegible]				
			AI 1549159				
			checked all surfaces and controls checked tubing and splashed system, re-flood brake master cylinders.				
		Date 10-31-72	Total Aircraft Time... 11 34.3				
			Aircraft has been inspected in accordance with a... 180 min.				
			inspection and was determined to be in airworthy condition.				
		Signature Mark M. [illegible]	ASP No. 1.8.7.8.275				

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

VOR Receiver operation checked
in accordance with FAR 91.25

DATE _____

REMARKS

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[illegible]

DATE

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE NEXT PAGE

AIRCRAFT LOG

VOR Receiver operation checked
in accordance with FAR 91.25

Date	Hearing error	Place	Signature
	VOR 1 VOR 2		

DATE
19__

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REMARKS

Ann 2, 1974 can't

both fuel filter caps. Replaced
checked AN 470-5 nuts with AN 3-4 A
nuts (more over upper support area)
big all flight controls & hardware factory
Hess workshop & balanced on rollers
A/c empty weight 1471.3 lbs
A/c E. W. C. G. 106.28 inches
A/c weight load. 878.7 lbs

I CERTIFY THAT THIS AIRCRAFT/ENGINE HAS BEEN INSPECTED
IN ACCORDANCE WITH AN ANNUAL INSPECTION AND
DETERMINED TO BE IN AIRWORTHY CONDITION. PERTINENT
DETAILS OF THIS INSPECTION ARE ON FILE AT THIS AGENCY
UNDER WORK ORDER NO. 15149 DATE 1-2-74

SIGNED

Wm B. Vitale

GEORGE J. PRIESTER AVIATION SERVICE
WHEELING, ILLINOIS

F.A.A. APPROVED REPAIR STATION NO. 4303

Wm B. Vitale
George J. Priester
Wm B. Vitale

13

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

VOR Receiver operation checked
in accordance with FAR 91.25

Date Hearing error Place Signature
VOR 1 VOR 2

DATE
19

REMARKS
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The Aircraft and/or component identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service.

Pertinent details of the repair are on file at this agency under work order

No. 6014 Date 6-3-74

Signed William W. Hill

CUSTOM ELECTRONICS

FAA CERT. #3253
LANSING, MICH. 48906

Inspected and repaired radio in radio panel joining C-32 radio and intercom. Checked all switches for the remote antenna power and made a false panel. It covers up the improper labeling of switches. Mounted the master and master to C-32 switch. Left panel mounted Com, Master, and C-32 antenna and near the Master antenna. Called out as Com and near Master called to each. Near Pan all the Airman to current frequencies. Aligned a new switch for the Antenna control. Re-switch with other head. Mounted and secured all other controls. Do not forget. Balance sheet dated 6-3-74
WCH

**SIGNATURE OF
PILOT**

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

REMARKS

Date Bearing error Place Signature

DATE 19

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54375. Track Time 11:11. Total Time 12:34.5

I certify that this ~~aircraft~~ airframe Has Been Inspected In Accordance With A visual Inspection And Was Determined To Be In Airworthy Condition.

Raymond E. Thomas 447555764543

177 177.0 5/13/75

I certify that this airframe has been inspected in accordance with

a visual inspection

found to be in airworthy condition.

Raymond E. Thomas

Raymond E. Thomas

AI 1927140

DeBoer Aviation Corporation

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							

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DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
18							

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
18							

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

VOR Receiver operation checked
in accordance with FAR 91.25

in accordance with FAR 91.25

DATE _____

18

REMARKS

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I certify that this affidavit has

been inspected in accordance

with an always inspection

~~and was determined to be in~~

an affinity condition.

TT ~~1521.9~~ Tach. ~~4572.9~~

Date 9/3/76

~~11-10-15~~ Inspector

~~44-1765-35-2A~~ Certificate #:

CCG

[illegible]

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

VOR Receiver operation checked
in accordance with FAR 91.25

REMARKS

Date Bearing error Place Signature

DATE 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.

I certify that this AIRCRAFT

has

been inspected in accordance

with an AVVAAC inspection

and was determined to be in

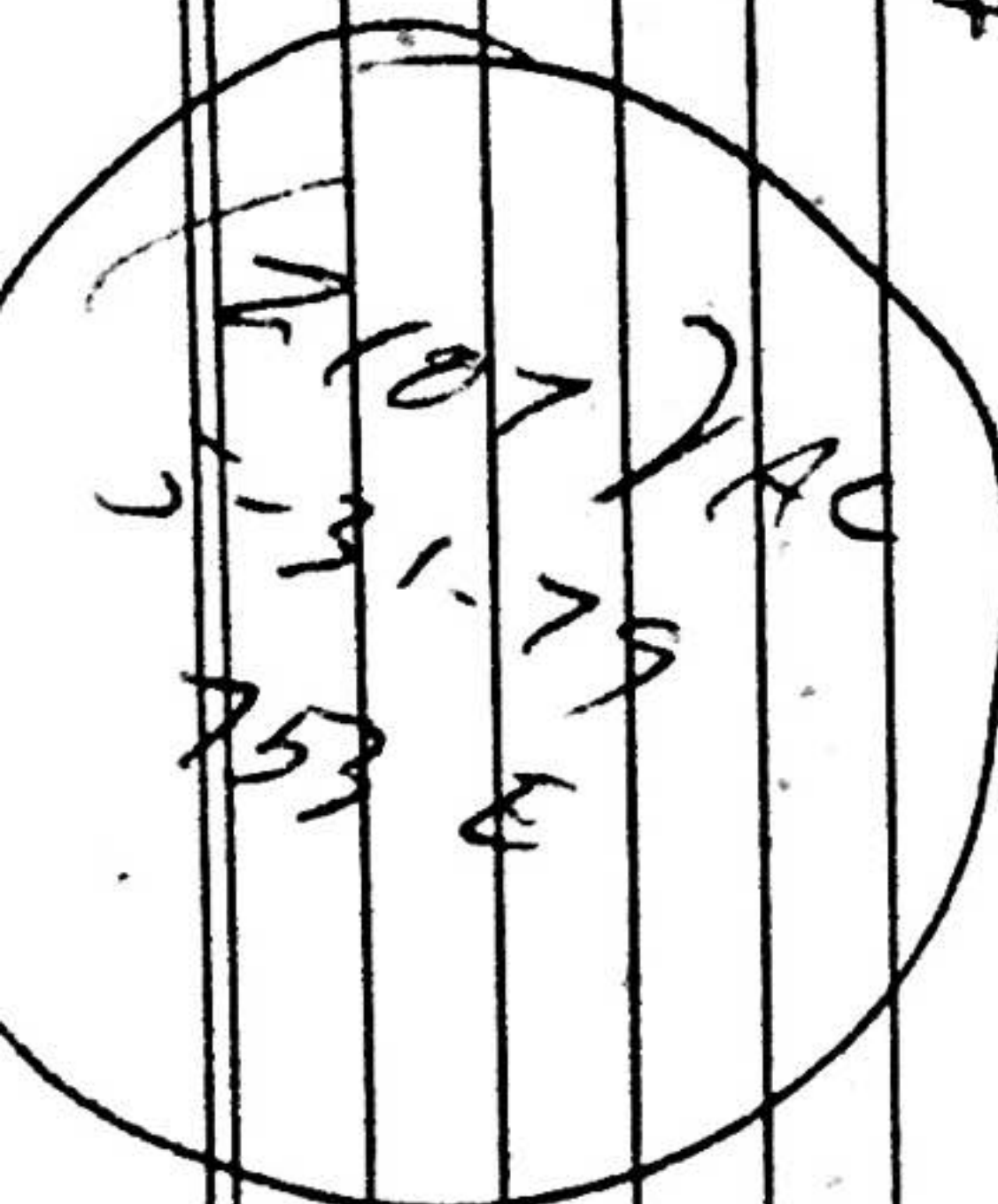
an Excellent condition.

TT 1809.56 Tach. 0246

Date 12-1-77

Robert M. Tander Inspector

111 176 57547A Certificate #



DATE _____

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

WISCONSIN
STATE
UNIVERSITY
SYSTEM

VOR Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
ID#	Reading error	Place	Signature	
VOR 1	VOR 2			
11-9-78		996 hcs (Tuck)	Cesma	progressive case operation
		No 1	Completed,	Seat back straps repaired and
		Shimmy dampener rebuilt.		
			Juan Baylae	5609 560604
2-8-79		1011 hcs (tuck)	Fuel Selector valve and Fuel shut off	
			Value, rebuilt 1AW C-177 Service Manual	
			Juan Baylae	5609 560604
2-16-79			Replaced ELI Battery and Replaced	
			by 30 Jan 1980	
			Juan Baylae	5609 560604

Г
О
В

[illegible]

[illegible]

MEMORANDA

Date

8/7/80 TACH 1243.6

REPLACED LEFT BRKLE LINDS REPLACED LEFT BATTERY
AD 79.10-14- (FUEL GAS) OF PROPOSAL

I certify that this (aircraft) (engine)
has been inspected in accordance with
(100 hour) (ANNUAL) inspection and
was determined to be in airworthy
condition.

Total time:

2306.1 hrs

David Lee 10181908

TACH 1271.39

REPLACED BATTERY WITH # PS 6-11

11-20-80 hour count, 700 miles of both wings, top side of elevator, 572965299

top + sides of fuselage near painted at Jampack Airport, Clearlake

ACH 1317:15 81 by John Mayberry - 8-8-80. Did not have fuel - was 0.01. 02B can

MEMORANDA 70 Notes

Date	
20 68-7-9	CU 5-2-68
68-17-4	CU 1-2-74
70-1-2	CU 1-2-74
70-15-16	superseded by 72-3-3
70-24-4	CU 1-2-74
71-1-3	CU 2-4-72
71-24-4	CU 1-2-74 being section due every 100 hours.
72-3-3	CU 1-2-74
68-15-2	PCU 5-13-75
71-24-4	CU 4-5-77
71-8-1	AUTO PILOT SER# DOES NOT APPLY
74-16-6	C/U 31-8-76
75-07-02	FILTER DATED OUTSIDE OF AD.
76-4-3	all # case not applying
76-14-8	" " " "
76-11-06	" " " "
77-11-08	" " " "
76-07-12	RENO 18 IN SOUTHERN CU 8-29-77

MEMORANDA

Date	
75-07-05	HAETZEL PROP C/W by OTTOSEN DROP 8-25-79 <i>OK</i>
77-12-06	HAETZEL PROP C/W by OTTOSEN DROP 8-25-79 <i>OK</i>
79-10-14	CIGARE LIGHTS C/W 8-25-79 <i>OK</i>
80-05-07	W/1 451 STEEL & STEELWIRE - WITH WIRE COXCEL 7/23/81 <i>OK</i>
86-19-11	ENGINE POWER REDUCTION DUE TO CONTAMINATING FUEL. <i>OK</i>
81-29-07	ENGINE POWER REDUCTION DUE TO CONTAMINATING FUEL. <i>OK</i>
86-26-04	TO PREVENT SLIPPAGE OF PILOT AND COPILOT <i>OK</i>
83-20-03	TO ASSURE PROPER ENGAGEMENT OF THE SEAT C/W BY INSPECTION <i>OK</i>
	LOCKING MECHANISM OF SEAT SLIPPAGE. <i>OK</i>