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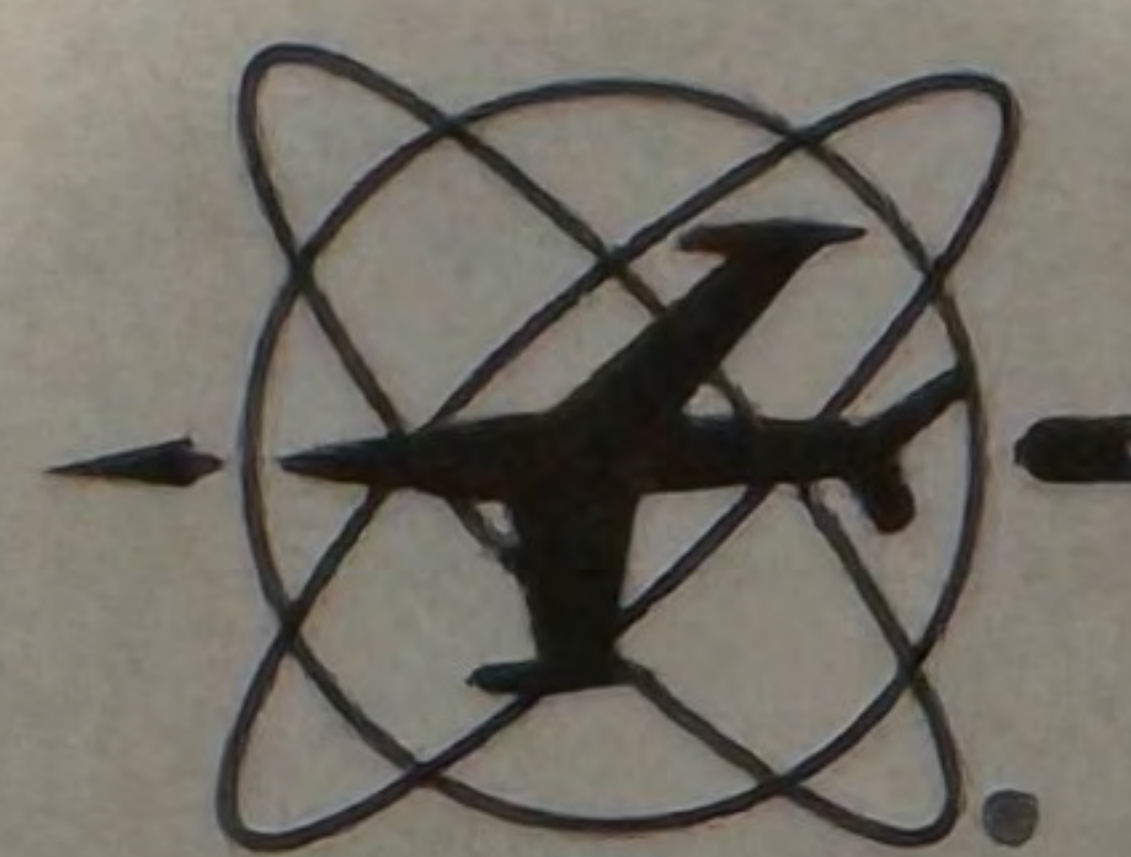


The Standard

AIRCRAFT LOG

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The Standard®

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ASA-SA-1

THE STANDARD® AIRCRAFT LOG
SA-1

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ASA-SA-1

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Aircraft Record General Information

Manufacturer CESSNA

Model 177RG

Serial 177RG 0736

Registration Number N29LK

Date of Manufacture _____

Engine(s) currently installed:

Manufacturer _____ Model _____ Serial _____

Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer _____ Model _____

HUB Model _____ Serial _____ Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____

Blade Model _____ Serial _____ Serial _____ Serial _____

Registered Owner Record

Name _____ Address _____

City _____ State _____ From _____ To _____

Name _____ Address _____

City _____ State _____ From _____ To _____

Name _____ Address _____

City _____ State _____ From _____ To _____

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Name _____ Address _____

City _____ State _____ From _____ To _____

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[illegible]

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YEAR

20

DATE

AIRNET II, LLC

7250 Star Check Drive Suite 1B Columbus, Oh. 43217

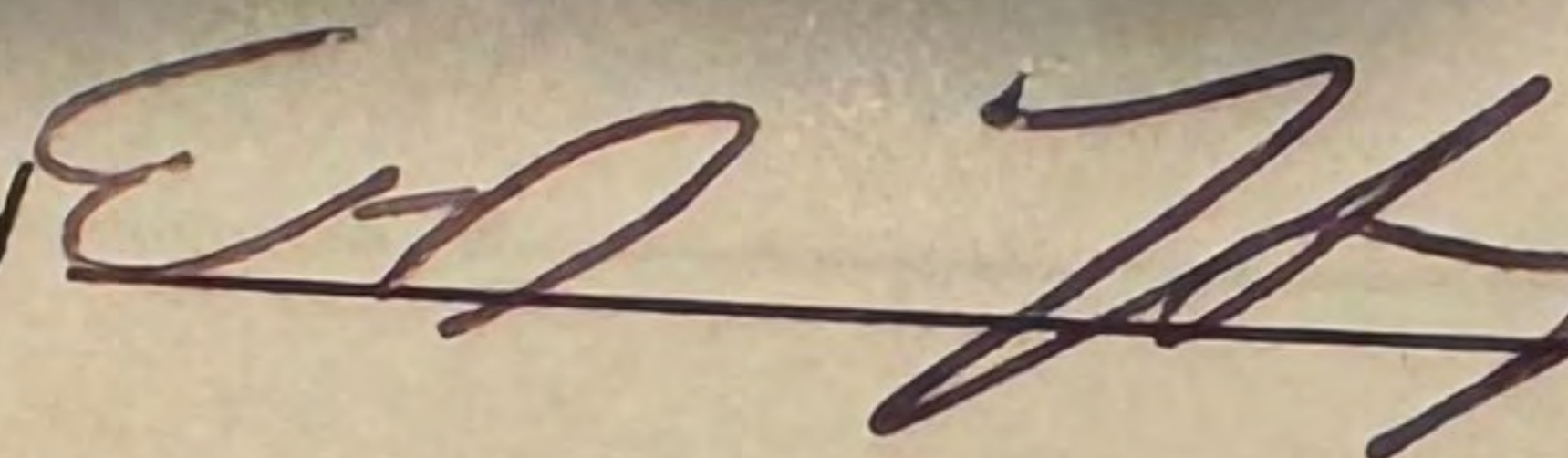
December 4 2023 Cessna 177RG S/N 177RG0736 N29LK Tach 1736.0 WO 004770

AIRFRAME

1. Complied with 14CFR 91.411 Part 43 Appendix E, paragraph a, on aircraft static system. All tests serviceable. **Next inspection due 12/2025.**
2. Complied with 14CFR 91.411 Part 43 Appendix E, paragraphs a, b, & c, on altimeter P/N 5934P-1A.63 S/N N5423. See Altimeter Test Information sheet for details. All tests serviceable. **Next inspection due 12/2025.**
3. Complied with 14CFR 91.413 Part 43 Appendix F in aircraft using the IFR 6000 on transponder P/N 011-03302-00 S/N 3EG029220. All tests serviceable. **Next inspection due 12/2025.**
4. Troubleshoot and found #2 CDI partially unplugged. Re-seated and secured connector. System tests serviceable per the Garmin SL-30 install manual: 560-0404-03D Dated July 2012.
5. Tested system. Unable to duplicate error messages on ground. Cleaned connectors at GNS-530W and GTX-345. System ground tests serviceable per the GTX-345 installation manual 190-00734-10 Rev. 16 dated 10-2022.

The aircraft Identified herein was repaired and inspected in accordance with current Federal Aviation Regulations, and was determined to be airworthy for return to Service.
Pertinent details of the repair are on file at this agency under work order listed above.

AirNet II, LLC BSYR610C Eugene D. Haney



Page 1 of 1

YEAR 20 DATE	RECORDING TACH	TODAY'S FLIGHT	TOTAL TIME IN	Description of Inspections, Tests, Repairs and Alterations Entries must be ordered with Name, Rating and Certificate Number of Technician or
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907 Aviation LLC.
1075 Pittsburgh Dr.
Delaware Ohio 43015
9372090962

Make: Textron (Cessna)

Model: 177RG

Tail: N29LK

S/N: 177RG-0736

Hours: TT: 1752.1

Customer reports Gear Warning Horn In-Op. Throttle-Operated Gear Warning Horn Microswitch found to have wire detached at solder connection. Wire reattached using solder, connection shrink wrapped, and vibration protected using RTV and wire ties. Gear warning system adjusted in accordance with Cessna RG series Maintenance manual dated October 1, 1975, chapter 5, page 5-56 paragraph 5-105. Customer conducted post maintenance test flight to confirm normal operation of gear warning system between 11.5 - 12.5 inches of manifold pressure.

Signed: Joseph B. Rambosek
Name: Joseph Rambosek

Cert: AP 3761674 IA

Date: 03/16/2024

YEAR
20
DATE



907 Aviation LLC.
1075 Pittsburgh Dr.
Delaware Ohio 43015
9372090962

Make: Textron (Cessna)

Model: 177RG

Tail: N29LK

S/N: 177RG-0736

ician or

Hours: Tach Time:1761.5 AFTT:1761.5

Performed annual inspection I/A/W FAR 43.13 Appendix "D", Cessna 100 series MM D991-13: Revision - 3, Revision Date - Sep 1, 1974 Section 2.

Airframe due for lubrication. Airframe opened for inspection. All cables, chains, pulleys, bell cranks, and torque tubes inspected and lubricated.

Removed ELT, Tested ELT I/A/W FAR 91.207 para "D". Next ELT battery Due Feb 2028.

Removed Challenger induction air filter, serviced in accordance with Challenger Air Filter Instructions for Continued Airworthiness Issue Date: May 5, 2010 Revision E, Document No. 4003

Serviced fuel sump on firewall, installed new sump seal kit, P/N: FS-KT-01

Placed aircraft on jacks, jacked aircraft until 19 inches above ground at bottom of MLG tires, Performed 3 normal gear extensions & retractions with aircraft connected to ground power. Performed 2 emergency extensions without incident and normal operations.

Landing Gear due for service. Aircraft jacked. MLG and Nose Wheels removed from aircraft. Bearings removed from wheels, cleaned and inspected. Bearings repacked with grease and reinstalled. Wheels reinstalled on aircraft using new cotter pins. All grease points cleaned, inspected, and serviced with new grease.

Serviced left and right brake reservoirs with MIL 5606

Serviced hydraulic power pack with MIL 5606

C/W AD 11-10-09: Seat Rail/Track Assembly next due 12 months / 100 hrs, whichever comes first

Performed a post maintenance run up / leak check / ops check, all "OK" at this time.

All AD's current and C/W as of Small Aircraft, FAA Biweekly 2024-15, 07/15/2024-07/28/2024

I certify this aircraft has been inspected in accordance with an annual inspection and is in airworthy condition at this time.

Signed:

Joseph B. Rambosek

Name:

Joseph Rambosek

Cert: AP 3761674 IA

Date: 08/09/2024

YEAR

20

DATE



907 Aviation LLC.
1075 Pittsburgh Dr.
Delaware, Ohio 43015

Make: Textron (Cessna)

Model: 177RG

Tail: N29LK

S/N: 177RG-0736

Hours: Tach Time: 1778.8

Left brake on pilot side found flat.
Removed left brake master cylinder on pilot side
Disassembled, cleaned and resealed master cylinder with seal kit P/N: PPBMC45 / 0541138
Reinstalled master cylinder and bled left brake system
Work performed using Cardinal RG Series Service Manual Dated 1 October 1975 Chapter 5.
pages 5-52A paragraph 5-93 (A-F)
Figure 5-25
Page 5-54 paragraph 5-103 (A-E)
Performed a post maintenance ops check, all good at this time.

Signed:

Joseph B. Rambosek

Name:

Joseph Rambosek

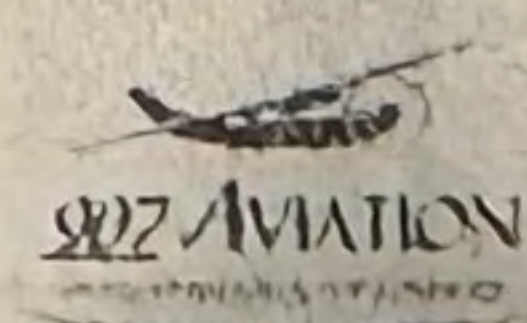
Cert: AP 3761674 IA

Date: 02/27/2025

YEAR

20

DATE



907 Aviation LLC.
1075 Pittsburgh Dr.
Delaware, Ohio 43015

Make: Textron (Cessna)

Model: 177RG

Tail: N29LK

S/N: 177RG-0736

Hours: TTAF: 1779.9 Tach: 1779

Performed 100 hr. / Annual inspection in accordance with FAR 43.13 appendix D, Cessna Cardinal RG series service manual dated October 1, 1975. P/N: D2009-13-rand-1200-10/75 chapter/ section 2, Ground handling, servicing, cleaning, lubrication and inspection.

Removed ELT, tested in accordance with FAR 91.207. Battery expiration February of 2028.

Removed air filter, serviced air filter in accordance with Challenger Air Filter Instructions for Continued Airworthiness

Issue Date: May 5, 2010, Revision E, Document No. 4003

Removed a GE 1777 12V light bulb that was burn out, Installed a new GE 12V 1777 light bulb. Ops checked good at this time.

Removed fuel sump screen, cleaned, inspected and reinstalled with a new gasket kit,

Removed all wheels, removed all bearings, cleaned and inspected, regreased and installed in wheels. Wheels installed back onto aircraft.

Jacked aircraft, cleaned landing gear, greased landing gear, swung landing gear. Normal extensions / retractions performed without incident. 2 Emergency extensions completed without incident.

Hydraulic pump reservoir for landing gear serviced with MIL-5606

Removed landing main landing gear, cleaned and inspected landing gear leg brake fittings, replaced O-rings in landing gear leg brake housing, also replaced O-ring on landing gear bolt. Installed landing gear back into aircraft. Work completed using Cessna Cardinal RG series service manual dated October 1, 1975. P/N: D2009-13-rand-1200-10/75 chapter 5, paragraphs 5-28 thru 5-30.

STC#SA03623AT in accordance with document number PFS-13752-00, Revision F, Dated April 19, 2019, Aircraft Applicability; Cessna 177RG (Cardinal RG), Cessna F177RG (Reims)

Instructions for continued airworthiness:

All slip joints must be disassembled and lubricated with high temperature anti-seize compound (MIL-A-907E or equivalent) at each annual inspection or 500 hr intervals, (whichever comes first). While disassemble, inspect for wear or galling. This shall be performed more frequently if headers seize between inspections.

C/W AD 11-10-09: Seat Rail/Track Assembly next due 12 months / 100 hrs., whichever comes first

Performed a post maintenance run up / leak check / ops check, all "OK" at this time.

All AD's current and C/W as of Small Aircraft, FAA Biweekly 2025-07 03/24/2025-04/06/2025

I certify this aircraft has been inspected in accordance with an annual inspection and is in airworthy condition at this time.

Signed:

Joseph B. Rambosek

Name:

Joseph Rambosek

Cert:

AP 3761674 IA

Date:

04/07/2025

YEAR

20

DATE



907 Aviation LLC.
1075 Pittsburgh Dr.
Delaware Ohio 43015
9372090962

Make: Textron (Cessna)
Model: 177RG
Tail: N29LK
S/N: 177RG-0736

Hours: AC: TT: 1768.9 EngTT: PropTT: Hobbs: Misc:

Removed top cowling,
Removed all spark plugs, cleaned, gapped, resistance checked, spark checked, rotated and re-installed into engine
with new gaskets P/N: M674 and torqued to 420 In. lbs.
Removed fuel injectors, found FOD in injectors for cylinders 1 & 4, cleaned all 4 fuel injectors in an ultrasonic bath,
sprayed off with shop air and visually inspected. Installed fuel injectors back into engine using anti seize and torqued to
65 In. lbs.
Performed a post maintenance run up after interventions, aircraft ran well, magneto drops were smooth and engine
temps all stayed within the green.
Borescoped cylinders / Valves. #4 oil control ring appears to be worn as excess oil was found sitting in bottom of
cylinder #4.
Engine ran rough on start up, during pre maintenance run up/diagnosis motor ran rough, when mixture leaned and ran
for approximately 10 minutes, magneto check rough on both magnetos with no cylinder temps dropping off on engine
monitor.

Signed: Joseph B. Rambosek
Name: Joseph Rambosek

Cert: AP 3761674 IA
Date: 09/25/2024

or

74 IA
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