



# PROGRESSIVE CARE

AIRCRAFT  
INSPECTION  
LOG

PRINT IN INK OR IMPRINT USING 12-40 QUICK CLAIM IMPRINTER  
AND CUSTOMER CARE CARD

OWNER AND AIRCRAFT INFORMATION

NAME Ideal Flying Club  
ADDRESS Oneida County Airport  
CITY & STATE Oriskany N.Y.  
A, C MODEL AND SERIAL NO. 17201375 REG. NO. N30639  
ENG. SERIAL NO. \_\_\_\_\_ ENG. SERIAL NO. \_\_\_\_\_  
LEFT HAND OR FRONT \_\_\_\_\_ R.H. OR REAR \_\_\_\_\_  
ZONE CODE \_\_\_\_\_ WARRANTY \_\_\_\_\_  
SELLING DEALER CODE \_\_\_\_\_ START DATE \_\_\_\_\_



# PROGRESSIVE CARE

## AIRCRAFT INSPECTION LOG

### SERVICING ORGANIZATION VERIFICATION

This aircraft was placed on Cessna Progressive Care on 5/10/75 (date) at 2074 hours time in service and notification forwarded to the appropriate governmental aviation agency.

Servicing Organization Oneida County Aviation

Address Oneida County Airport Oriskany

Service Manager's Signature Robert A. Kinfer

## TO: CESSNA OWNER

The Cessna Progressive Care Program has been designed to help you realize maximum utilization of your aircraft at a minimum cost and downtime for maintenance.

Under this program your aircraft is inspected and maintained in four operations at 50 hour intervals during a 200 hour period. A brief outline of the operation schedules is shown below.

<u>Type of Inspection</u>	<u>Inspection Interval</u>	<u>Accumulated Flight Hours</u>
Operation 1	1st 50 hours	50
Operation 2	2nd 50 hours	100
Operation 3	3rd 50 hours	150
Operation 4	4th 50 hours	200
Operations are recycled after the 200 hour period.		

Accomplishing the inspections listed under each operation at the specified flight intervals will satisfy all of the requirements of the conventional 100 hour and/or annual inspection program.

This Aircraft Inspection Log Book is provided so that operations can be recorded as they are conducted. This will establish a permanent inspection record for your aircraft while on the Cessna Progressive Care Program.

When starting on Progressive Care make certain that the information called for on the inside front cover has been properly filled out. The Servicing Organization is to complete and sign the verification information block.

# FILLING OUT THE INSPECTION LOG SHEETS:

## Operation Record

As Operations are conducted they are to be entered on the inspection sheets provided in this log and signed by the aircraft inspector overseeing the work.

The inspection interval of 50 hours between each of the Operations cannot be exceeded by more than 10 hours.

In the event of late compliance of any Operation scheduled the next Operation in sequence retains a due point of 50 hours from the time the late Operation was originally scheduled.

For Example: If an Operation is originally scheduled at 225 hours and is accomplished late at 235 hours the next Operation is due at 275 hours (225 + 50.)

Early compliance can be done at the Owner or Operator's discretion for convenience of scheduling. In the event of early compliance the next Operation becomes due 50 hours from the time the early Operation was accomplished.

For example: If an Operation is originally scheduled at 225 hours and is accomplished early at 215 hours the next Operation is due at 265 hours (215 + 50).

## Cessna Service Letter and FAA Airworthiness Directive Compliance Record

Space is provided on pages 7 thru 10 for recording Service Letter and Airworthiness Directive compliance.

## Special Inspection Items Record

Space is provided on pages 11 thru 16 for logging Special Inspection Items as they are accomplished.

While Progressive Care can be accomplished by any Cessna Dealer or Service Organization familiar with the program it is recommended that you have the Operations consistently performed by one Service Organization who is familiar and personally concerned with your airplane.

Your Cessna Dealer is the ideal facility to perform Progressive Care. The network of Cessna Dealers has qualified technicians, genuine Cessna parts, up-to-date equipment and service information and all of the necessary information and forms for inspecting your aircraft under the Cessna Progressive Care Program.

**Cessna Customer Services Department**

Operation Number	Op (H)
Operation # <u>1</u>	<u>1</u>
Operation # <u>2</u>	<u>2</u>
Operation # <u>3</u>	<u>2</u>
Operation # <u>4</u>	<u>3</u>
Operation # <u>1</u>	<u>4</u>
Operation # <u>2</u>	<u>5</u>
Operation # <u>3</u>	<u>6</u>
Operation # <u>4</u>	<u>7</u>
Operation # <u>1</u>	<u>8</u>
Operation # <u>2</u>	<u>9</u>

**OPERATION RECORD**

Operation Number	Operation Due (Hours)	Operation Accomplished (Hours)	Date	Work Order No.	Company Name	Aircraft Inspector Signature and Certificate Number
Operation # <u>1</u>	<u>1994</u> <u>2124</u>	<u>2074</u>	<u>5/10/75</u>		<u>Oneida City Avia</u>	<u>R. A. Kimber RS101-06</u>
Operation # <u>2</u>	<del><u>2124</u></del>	<u>2142:02</u>	<u>5/25/75</u>	<u>ENGINE ONLY</u>	<u>" " " "</u>	<u>R. Hammer RS101-06</u>
Operation # <u>3</u>	<u>2199</u>	<u>2250</u>	<u>10/30/75</u>	<u>5432</u>	<u>" "</u>	<u>R. A. Kimber 101-06</u>
Operation # <u>4</u>	<u>2192</u>	<u>2250</u>	<u>10/30/75</u>	<u>5432</u>	<u>" "</u>	<u>R. A. Kimber 101-06</u>
Operation # <u>1</u>	<u>2300</u>	<u>2310</u>	<u>1/21/76</u>	<u>5738</u>	<u>Oneida City Av.</u>	<u>R. A. Kimber 101-06</u>
Operation # <u>2</u>	<u>2350</u>	<u>2399</u>	<u>5/6/76</u>	<u>2742</u>	<u>Oneida City Av.</u>	<u>Thomas C. Luciani 101-06</u>
Operation # <u>3</u>	<u>2399</u>	<u>2399</u>	<u>5/6/76</u>	<u>2742</u>	<u>Oneida City Av.</u>	<u>Thomas C. Luciani 101-06</u>
Operation # <u>4</u>	<u>2450</u>	<u>2460</u>	<u>7/29/76</u>	<u>2933</u>	<u>" "</u>	<u>Robert S. Kimber 101-06</u>
Operation # <u>1</u>	<u>2500</u>	<u>2510</u>	<u>8/29/76</u>		<u>Oneida City AV</u>	<u>Robert S. Kimber 101-06</u>
Operation # <u>2</u>	<u>2550</u>	<u>2550:54</u>	<u>11/5/76</u>	<u>3371</u>	<u>Oneida County AV.</u>	<u>Robert S. Kimber 101-06</u> CHS 1

\*I certify that in accordance with a progressive inspection program (Cessna Progressive Care) the operation entered above was performed and the aircraft is approved for return to service.

**OPERATION RECORD**

Operation Number	Operation Due (Hours)	Operation Accomplished (Hours)	Date	Work Order No.	Company Name	Aircraft Inspector Signature and Certificate Number
Operation # <u>3</u>	<u>2601.5</u>	<u>2601.5</u>	<u>4/4/77</u>	<u>3801</u>	<u>Oneida Co. Av.</u>	<u>R. H. Smith</u> CRS 101-06
Operation # <u>4</u>	<u>2651.5</u>	<u>2663.64</u>	<u>5/26/77</u>	<u>3898</u>	<u>Oneida Co. Aviation</u>	<u>R. H. Sepkowski</u> CRS 101-06
Operation # <u>1</u>	<u>2715.0</u>	<u>2715.0</u>	<u>7/29/77</u>	<u>#4115</u>	<u>Oneida Co Aviation</u>	<u>R. H. Sepkowski</u> CRS 101-06
Operation # <u>2</u>	<u>2760.1</u>	<u>2762.1</u>	<u>9/2/77</u>	<u>#4235</u>	<u>Oneida Co Aviation</u>	<u>R. H. Smith</u> CRS 101-06
Operation # <u>3</u>	<u>2800</u>	<u>2823</u>	<u>10/27/77</u>		"	<u>R. H. Smith</u>
Operation # <u>4</u>	<u>2883</u>	<u>2883</u>	<u>1/17/78</u>		"	<u>R. H. Smith</u>
Operation # <u>1</u>	<u>2904</u>	<u>2935</u>	<u>4/12/78</u>		"	<u>T. C. Nicastro</u>
Operation # <u>2</u>	<u>3000</u>	<u>3012</u>	<u>7/7/78</u>		"	<u>Haynesworth</u>
Operation # <u>3</u>	<u>3050</u>	<u>3055</u>	<u>7/31/78</u>		"	<u>R. H. Smith</u>
Operation # <u>4</u>	<u>3100</u>	<u>3070</u>	<u>9-15-78</u>	<u>1038</u>	"	<u>NICASTRO</u>

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## OPERATION RECORD

Operation Number	Operation Due (Hours)	Operation Accomplished (Hours)	Date	Work Order No.	Company Name	Aircraft Inspector Signature and Certificate Number
Operation # <u>1</u>	<u>3120</u>	<u>3125:8</u>	<u>11-26-8</u>	<u>1316</u>	<u>OCA</u>	<u><i>[Signature]</i></u> *
Operation # <u>2</u>	<sup>3208</sup> <u>3175:8</u>					
Operation # _____	_____	_____	_____	_____	_____	
Operation # _____	_____	_____	_____	_____	_____	
Operation # _____	_____	_____	_____	_____	_____	
Operation # _____	_____	_____	_____	_____	_____	
Operation # _____	_____	_____	_____	_____	_____	
Operation # _____	_____	_____	_____	_____	_____	
Operation # _____	_____	_____	_____	_____	_____	
Operation # _____	_____	_____	_____	_____	_____	

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