

N52713

Log # 1

Cessna.



**AIRCRAFT LOG**  
**AND MAINTENANCE RECORD**

N 52713 SERIAL NO. 171RC1255

6-77 TO 5-96

N52713-#1

## IMPORTANT NOTICE

Dear Owner:

Federal Aviation Regulation Part 91.170 requires that the static pressure system(s) and sensitive altimeter instrument(s) be inspected every two (2) years in accordance with Part 43, Appendix E, if the aircraft is to be operated in controlled airspace under IFR.

The entry in your aircraft log lists the date on which this test was performed on your static system(s) and altimeter(s). Because these tests are accomplished during instrument and aircraft assembly, this date may be a maximum of twelve (12) months prior to the date on your Airworthiness Certificate.

Because of this difference, Cessna recommends that you retest and inspect the static system(s) and altimeter(s) at your first Annual Inspection.

In following this recommendation, a schedule will be established whereby subsequent test and inspection periods will coincide with an Annual Inspection to minimize aircraft down time.

Customer Services Department  
Cessna Aircraft Company



# AIRCRAFT LOG AND MAINTENANCE RECORD

Record of Cessna 177 RG 177RG1255 N 52713  
Make Model Serial Certificate

With Engine Lycoming 10-360-A1B6D L-17346-51A  
Make Model Serial

From 6-2 19 77 to 5-18 19 96

Detailing Time From \_\_\_\_\_ To \_\_\_\_\_  
Hours Hours

Owner \_\_\_\_\_

Address \_\_\_\_\_

## MEMORANDA OF IMPORTANT INFORMATION AND DETAILS

MEMORANDA OF IMPORTANT INFORMATION AND DATA

Enter on this page any important facts of which you need a permanent record. These should include Make, Design Number, and Serial Numbers of such major accessories and parts as: Propeller, Wheels, Radio, Instruments, Starter, Carburetor, Generator, and all other important equipment. Enter here also memoranda regarding the weights of any such special equipment; together with any other data which might be valuable at a later date.

## 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.

## AIRCRAFT LOG

[illegible]



ALBO

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.

## AIRCRAFT LOG

| DATE  | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|---|-------------|----|------------------|--------------------|-------------------------------|-------|--------------------|
|   |             |    |                  |                    | HOURS                         | 10THS |                    |
| 10-26-1977  |             |    |                  |                    |                               |       |                    |
| <p>Replaced original altimeter with Aeromach engine altimeter model # 8146R15. S/N 5669 and connected to King model KT 76A transponder. Performed transponder and encoder check in accordance with AC 43.6 Table 1 to comply with FAR 91.36b. Installation made in accordance with 43.13-142. Equipment added: King: K14A 20, (2) KX175BTSO, KR95TSO, KT 76A, KN 75, K1225 ind, K1203 ind, K1204 ind, and Haseo DME 190TSO. See 337 form for this date.</p> |             |    |                  |                    |                               |       |                    |
| <p>New EW <u>1793.1 lbs</u>; New C.G. <u>103.24 in</u>; New Useful Load <u>1006.9 lbs</u></p>   |             |    |                  |                    |                               |       |                    |
| <p style="text-align: right;">Ray J. Handley, Jr.<br/>CRS 4303</p>  |             |    |                  |                    |                               |       |                    |

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



## AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |               |       |           | DATE           | REMARKS   |
|--|---------------|-------|-----------|----------------|---|
| Date   | Bearing error | Place | Signature |                |   |
|  | VOR 1         | VOR 2 |           | 19 ____        |   |
|  |               |       |           | April 12, 1978 | Tach reads 43.1 hrs. replaced<br>turn coordinator instr. with new instr. of<br>same make-model # 5400-7425-2 and<br>serial # 3-0958.<br>Milton Garner AE209448                                |
|  |               |       |           | May 19, 1978   | Tach 61.3<br>Replaced Airspeed Indicator with new instrument.<br>New model has T.A.S. bezel, Model EA 5172 Typ II<br>Ser # 11732<br>Jay Logan # 377507926                                     |
|  |               |       |           | June 13, 1978  | Tach 61.8 hrs. installed<br>Cessna service kit SK 177-35 D per<br>service letter SE-78-26; replaced<br>voltage regulator; adjusted output<br>voltage to 14.4 volts.<br>Milton Garner AE209448 |

## AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT   | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |  |
|------|-------------|----|--|--------------------|-------------------------------|-------|--------------------|--|
|      |             |    |  |                    | HOURS                         | 10THS |                    |  |
| 19   |             |    |  |                    |                               |       |                    |  |
|      |             |    | August 18, 1978 - Jack, reads 90.8 hrs; annual insp. completed; freed up + lubricated fuel reservoir drain control; replaced left taxi light bulb; complied with Cessna S.I. 58-78-19 (external power) + found okay; complied with Cessna S.I. 78-23 (new flap auto installed on flap limit switches); re-torqued stabilizer mount bolts per serv. manual to eliminate looseness; straightened shear in Rt. flap well to clear flap; freed up flap rod end bearings + lubed; re-painted manifold pressure fitting in firewall to clear rudder pedal torque cable arm; freed up left fuel cap handle; adjusted nose gear strut extensions by adding spacers (thin |                    |                               |       |                    |  |

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

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

# AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25  |               |       |           | DATE | REMARKS  |
|---|---------------|-------|-----------|------|--|
| Date  | Bearing error | Place | Signature | 19__ |  |
| VOR 1   | VOR 2         |       |           |      |  |
|   |               |       |           |      | <p>in nose scissor link; fitted &amp; checked<br/>skimming dampener for leaks; replaced<br/>loose &amp; missing rivets in stabilizer<br/>lower skin; tightened loose bolts on co-<br/>pilot rudder pedal torque tube bearing<br/>block; fuel bumps &amp; strainers cleaned;<br/>lights &amp; battery checked &amp; serviced;<br/>wheels, brakes &amp; tires checked; brake<br/>reservoirs filled; AD 77-12-08 does not<br/>apply by serial #; AD 77-17-07 does not apply<br/>by serial #; AD 76-07-12 (1)<br/>applied with &amp; found okay (Bendix<br/>switch); AD 77-17-09 does not apply<br/>by model #; replaced gyro<br/>(directional) with new instr. of same<br/>make &amp; model serial # 77221F; replaced<br/>rt. fuel tank cap with new factory<br/>cap as seen.</p> |
| I CERTIFY THAT THIS AIRCRAFT/HAS BEEN INSPECTED<br>IN ACCORDANCE WITH A <u>Manual</u> INSPECTION AND<br>DETERMINED TO BE IN AIRWORTHY CONDITION PERTINENT<br>DETAILS OF THIS INSPECTION ARE ON FILE AT THIS AGENCY<br>UNDER WORK ORDER NO. <u>33851</u> DATE <u>8-18-78</u> |               |       |           |      | SIGNED <u>Millon G. Garner</u><br><small>GEORGE L. PRIESTER AVIATION SERVICE</small><br>WHEELING, ILLINOIS<br>FAA APPROVED REPAIR STATION NO. <u>4339</u>  |

# AIRCRAFT LOG

| DATE<br>19 78  | FLIGHT<br>FROM | TO    | NATURE OF<br>FLIGHT  | DURATION<br>OF<br>FLIGHT | ACCUMULATED<br>TOTAL<br>FLYING TIME |       | SIGNATURE OF<br>PILOT |
|--|----------------|-------|--|--------------------------|-------------------------------------|-------|-----------------------|
|  |                |       |  |                          | HOURS                               | 10THS |                       |
| 10-18-78   | TACH.          | 115.5 | INSTALLED NEW TURN & BANK MODEL NO.<br>5400-7425-2, SN 3-2207 EMD.<br>P. R. Davidson A/P 2215084               |                          |                                     |       |                       |
| Nov 2, 1978  |                | 122.7 | Replaced oil pressure gage and left<br>fuel indicator by installation of SK 175-370<br>Q. Linden A/P 361408361 |                          |                                     |       |                       |
| October 19, 1979 - Tach. reads 239 hrs; annual<br>inspection completed; replaced left wheel brake<br>housing and all bearings + brakes fluid filled.<br>installed instr. post light for EG To replaced<br>left belly fuel quick drain valve with<br>new factory valve; complied with AD 79-18-05 |                |       |  |                          |                                     |       |                       |

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



## AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |                              |       |           | DATE<br>10 _____ | REMARKS<br>Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters -<br>and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK."<br>ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.   |
|--|------------------------------|-------|-----------|------------------|--|
| Date   | Bearing error<br>VOR 1 VOR 2 | Place | Signature |                  |  |
|  |                              |       |           |                  | By removing E.H.T and inst. panel placards.<br>Replaced loose screws in upper left wing<br>flaring; freed up & lubed fuel cap lever.<br>Trimmed fuselage skin cut outs for flap<br>cable clearance; stop drilled sm. crack in<br>forward nose gear door & re aligned door in<br>cut out. replaced engine control end bolts<br>to comply with Cessna H. I. 19-6; replaced<br>landing gear safety switch with new<br>factory switch; land. gear lubed<br>retracts tested & reservoirs filled & slinging<br>damper checked; lights checked & battery re-<br>charged; A.D. note compliance checked thru<br>issue 79-19<br>(over) |

## AIRCRAFT LOG

| DATE  | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT   | ACCUMULATED TOTAL FLYING TIME |                      | SIGNATURE OF PILOT |
|---|-------------|----|------------------|--|-------------------------------|----------------------|--------------------|
|   |             |    |                  |  | HOURS                         | 10THS                |                    |
| 19  |             |    |                  |  |                               |                      |                    |
| I certify that the Altimeter and Static System tests required by FAR Part 91.170 have been performed. The Altimeter has been tested to 15,000 feet. 8/14 5669   |             |    |                  | The AIC Transponder tests and inspections required by FAR 91.177 were performed this date and found to comply with FAR 43, Appendix F. |                               |                      |                    |
| Signature <u>Ralph L. Linnell</u>   |             |    |                  | 1. Kinn 147-764  |                               | S/N 3480             |                    |
| Date <u>10/16/79</u>  |             |    |                  | 2.   |                               | S/N                  |                    |
| Certificate # <u>RS4303</u>   |             |    |                  | Details of this inspection are on file at this repair station under W.O. # <u>8-37059</u>  |                               | Date <u>10-16-79</u> |                    |
|   |             |    |                  | By <u>J. R. Skelton</u>  |                               | Repair Sta. 4373     |                    |
| CERTIFY THAT THIS AIRCRAFT/ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH <u>manual</u> INSPECTION AND DETERMINED TO BE IN AIRWORTHY CONDITION. PERTINENT DETAILS OF THIS INSPECTION ARE ON FILE AT THIS AGENCY UNDER WORK ORDER <u>26902</u> DATE <u>Oct. 19, 1979</u> |             |    |                  | G.J.P. AVIATION  |                               |                      |                    |
| SIGNED <u>Milton Garner</u>   |             |    |                  | PAY-WAUKEE AIRPORT   |                               | WHEELING, ILL 60091  |                    |
| GEORGE J. TRIESTER AVIATION SERVICE<br>WHEELING, ILLINOIS   |             |    |                  |  |                               |                      |                    |
| FAA APPROVED REPAIR STATION NO. 4303  |             |    |                  |  |                               |                      |                    |
| CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE   |             |    |                  |  |                               |                      |                    |



# AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |               |       |           | DATE     | REMARKS  |
|--|---------------|-------|-----------|----------|--|
| Date   | Bearing error | Place | Signature |          |  |
| VOR 1  | VOR 2         |       |           | 10 ____  |  |
|  |               |       |           | 12-12-80 | Performed 100 hr. Inspection<br>Tach Reads I/A/W Cessna Max Or! Repacked<br>332.4 wheel bearing lubed all control<br>T.T. 332.4 Surfaces back bell crank, Rod ends.<br>Installed Hobbs meter 000 Time.<br>Installed Left Hand side fuel<br>clamp valve assembly PN 2016021-9.<br>Removed + Replaced ELT Battery.<br>Next battery due 8-8-83.<br>At this date + Time. |
|  |               |       |           |          | I certify that this AC/Eng. has been<br>inspected in accordance with a 100 hr.<br>inspection & has been found airworthy.<br>Sig: Robert J. Taylor<br>Cert # 116330450744   |
|  |               |       |           |          | End  |

## AIRCRAFT LOG

| DATE  | FLIGHT FROM       | TO    | NATURE OF FLIGHT | DURATION OF FLIGHT   | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|---|-------------------|-------|------------------|--|-------------------------------|-------|--------------------|
|   |                   |       |                  |  | HOURS                         | 10THS |                    |
| 12-12-80  | TACH READS        | 332.4 |                  |  |                               |       |                    |
|   |                   |       |                  | I certify that this AC/Eng. has been inspected in accordance with a <u>ANNUAL</u> inspection & has been found airworthy. |                               |       |                    |
|   |                   |       |                  | Sig. .... <u>[Signature]</u>   |                               |       |                    |
|   |                   |       |                  | Cert. # <u>A-713480</u>  |                               |       |                    |
| <p>DATE <u>5-20-81</u> MODEL <u>K76A</u> S/N <u>3480</u></p> <p>TRANSPONDER TESTED IN ACCORDANCE WITH PART 43.</p> <p>APPENDIX "F" FOR COMPLIANCE WITH FAR 91.27 WAS DATE <u>5-20-81</u></p> <p><u>[Signature]</u></p> <p>Signature <u>[Signature]</u></p> <p>Alternate Inspector</p> |                   |       |                  |  |                               |       |                    |
| 7-25-81   | KYC BULLITIN 455A | d/w   | OIL PUMP CREWS.  |  |                               |       | ENGINE LOG.        |

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

## AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |               |       |           | DATE | REMARKS   |
|--|---------------|-------|-----------|------|---|
| Date   | Bearing error | Place | Signature |      |   |
|  | VOR 1         | VOR 2 |           | 10   |   |
| 8-19-81  |               |       | TACH      |      | <p>READS 459.8, PERFORMED 100 HR<br/>INSPECTION, (A) (A) (A) (A) (A) (A)<br/>LUBED ALL PULLEYS, BELL CRANKS<br/>AND CABLES, CHECKED E. L. T.<br/>BATTERY DUE DATE APRIL '82<br/>CHECKED ELECTROLYTE AND SPECIFIC<br/>GRAVITY AND CONDITION OF BATTERY<br/>AT THIS TIME AND DATE</p> <p>I certify that this AC/Eng. has been<br/>inspected in accordance with a 100 HR<br/>inspection &amp; has been found worthy.<br/>Sig. <i>Thomas C. Davis</i><br/>Cert. # 360020676</p> |

# AIRCRAFT LOG

| DATE | FLIGHT FROM   | TO   | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|------|---|------|------------------|--------------------|-------------------------------|-------|--------------------|
|      |   |      |                  |                    | HOURS                         | 10THS |                    |
| 19   | 3-5-82  | Tach | Reads 496.0      | 0                  | 17                            | A     | 496.0              |
|      | Performed 100 hr. Tach F/A/W Crossed M+Os<br>Be Lubed + Checked all Rod ends Bell cranker<br>Pulleys + Cables. Performed Retraction Test<br>At this Time + Date.                                      |      |                  |                    |                               |       |                    |
|      | I certify that this AC, <del>Tag</del> has been<br>inspected in accordance with a <u>100 hr</u><br>inspection & has been found airworthy.<br>Sig. <u>Robert J. Taylor</u><br>Cert. # <u>330423745</u> |      |                  |                    |                               |       |                    |
|      | 3-5-82  | TACH | READS 496        | TTAF               | 496                           |       |                    |
|      | I certify that this AC, <del>Tag</del> has been<br>inspected in accordance with a <u>ANNUAL</u><br>inspection & has been found airworthy.<br>Sig. <u>Robert J. Taylor</u><br>Cert. # <u>330423745</u> |      |                  |                    |                               |       |                    |

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

## AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |                              |       |           | DATE<br>19__ | REMARKS<br>Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters -<br>and changes in propeller or engine - as outlined in the Text of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK."<br>ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.   |
|--|------------------------------|-------|-----------|--------------|---|
| Date   | Bearing error<br>VOR 1 VOR 2 | Place | Signature |              |   |
|  |                              |       |           | 8-17-87      | <p> Tech Reads 476.0 T.T.A. 895.0<br/> Performed 100 hr Ins. F/A/W<br/> Cessna MIO's. Lubed &amp; Checked<br/> all Rod ends Bellcranks Pulleys.<br/> Performed Retraction Test &amp;<br/> Repacked Wheel Bearings. A.D.<br/> checked to this date.<br/> At this time I certify that this AC/Eng. has been<br/> inspected in accordance with a 100 hr<br/> inspection &amp; has been found airworthy.<br/> Sig. <u>[Signature]</u><br/> Cert. # <u>5504057405</u> </p> |



# AIRCRAFT LOG

| DATE   | FLIGHT FROM | TO    | NATURE OF FLIGHT | DURATION OF FLIGHT  | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|--|-------------|-------|------------------|---|-------------------------------|-------|--------------------|
|  |             |       |                  |   | HOURS                         | 10THS |                    |
| 19<br>4-13-83  | Tach Reads  | 683.4 | T.T.A.           | 683   | 4                             |       |                    |
| Performed 100 hr. Ins. I/A/A. Cessna 441Q<br>Lubed & Checked all Controls Rod-ends Bellows<br>& Bullets. Performed Retraction Test - OK. Replaced all<br>Brake Linings. Repl Tail Nav Light. See En Log<br>for A.D. 82-27-05 McCawley Prop. N/A by Blade Serial<br>AT This Time & Date |             |       |                  |   |                               |       |                    |
|  |             |       |                  | I certify that this AC/Eng. has been<br>inspected in accordance with a 100 hr.<br>inspection & has been found satisfactory.<br>Sig. <u>[Signature]</u><br>Cert. # <u>332985745</u>        |                               |       |                    |
| 4-13-83  | TACH READS  | 683.4 | TT 683.4         |   |                               |       |                    |
|  |             |       |                  | I certify that this AC/Eng. has been<br>inspected in accordance with a <u>ANNUAL</u><br>inspection & has been found satisfactory.<br>Sig. <u>[Signature]</u><br>Cert. # <u>A88848101A</u> |                               |       |                    |

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

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 | Place | Signature |
|------|---------------|-------|-----------|
|      | VOR 1         | VOR 2 |           |

19 \_\_\_\_

ALTITUDE (S)

PILOTS Aeromech C/PILOTS NI ALTITUDE 5669  
S/N 15000 S/N A

TESTED TO 15000 FT.

AS REQUIRED BY FAR 91.171 IN ACCORDANCE WITH FAR 43 APPENDIX "E"  
PARAGRAPH (h) DATED 6-14-83

JOLIET AVIONICS, INC.

FAA REPAIR STATION #3159 CLASS III

SIGNATURE

*[Signature]*

STATIC SYSTEM TESTED THIS DATE 6/14/83 AS REQUIRED  
BY FAR 91.171 IN ACCORDANCE WITH FAR 43 APPENDIX "E"  
PARAGRAPH (d).

JOLIET AVIONICS, INC.

FAA REPAIR STATION #3159 CLASS III

SIGNATURE

*[Signature]*



# AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |                              |       |           | DATE | REMARKS  |
|--|------------------------------|-------|-----------|------|--|
| Date   | Bearing error<br>VOR 1 VOR 2 | Place | Signature |      |  |
| 04-25  | 84                           |       |           | 19   | <p>took 100 hr inspection &amp; this date using a lesson Insp. manual as a guide. Lubed all pulleys &amp; rollers R+R ELT battery ELT expires 12-85 structural check okay fire bottle okay performed gear extension both manual &amp; emergency both found to be satisfactory performed AD 76-0712 by operation.</p> <p>I certify that this AC/Eng. has been inspected in accordance with a <u>100</u> inspection &amp; has been found airworthy.</p> <p>Sig. <u>Gannick Buerger</u></p> <p>Cert. # <u>AIP 351468678</u></p> |
| 04-26  | 84                           |       |           |      | <p>TACH READS 7.50 HRS I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORD WITH AN ANNUAL INSPECTION AND HAS BEEN FOUND AIRWORTHY</p> <p>Grah H Rand AXP1834810.TA</p>   |

# AIRCRAFT LOG

| DATE  | FLIGHT FROM | TO                 | NATURE OF FLIGHT     | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT  |
|-------|-------------|--------------------|----------------------|--------------------|-------------------------------|-------|---|
|       |             |                    |                      |                    | HOURS                         | 10THS |   |
| 05-08 | 85          | 812 hrs            | rock reads performed | 100 hrs            |                               |       | <i>insp to this date, lubed all pulleys &amp; bellows electrical check okay. ALT engine 12-85, gear retraction normal + emergency found satisfactory C/W</i><br><i>AD 76-07-2 by operation.</i> |
|       |             |                    |                      |                    |                               |       |   |
|       |             |                    |                      |                    |                               |       | I certify that this <u>AD 76-07-2</u> has been inspected in accordance with a <u>100</u> inspection & has been found airworthy.<br>Sig. <u>James H. Pond</u><br>Cert. # <u>AP 151 46 8078</u>   |
|       |             |                    |                      |                    |                               |       |   |
| 05-08 | 85          | TACH READS 812 HRS |                      |                    |                               |       | I CERTIFY THAT THIS AIRCRAFT/ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100%AL</u> INSPECTION AND HAS BEEN FOUND AIR WORTHY.<br><u>Ralph H. Pond</u><br>RALPH H. POND, A & 1834510 F/4   |
|       |             |                    |                      |                    |                               |       |   |

*MAX SWITCH*

# AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 |                                |       |            | DATE<br><br>19__  | REMARKS<br><br><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> |
|---|--------------------------------|-------|------------|---|---|
| Date  | Bearing error<br>VOR 1   VOR 2 | Place | Signature  |   |   |
| June 12 1966  |                                |       | T1 800.8   | <p>General Inspection Panels and Lubed. Electrical controls and wheel bearings. Pedaled landing gear retraction. Removed corrosion from selector trailing edge.</p> <p>I certify this engine T. A. W 100ch Inspector procedures and has been found airworth at this time.</p> <p style="text-align: right;">New EAT Date 12-88<br/>John Shoenig<br/>A+P 339-56-5619</p> |   |
| 13 JUN 86   |                                |       | TACH 900.8 | <p>Insp Airframe for damage</p> <p>CW AD 8520-01 Para B → C172RL ONLY!!</p> <p>I certify that this (AC) Eng. has been inspected in accordance with a <u>Handel</u> inspection &amp; has been found airworthy.</p> <p>Sig. <u>Therman W. Hill</u></p> <p>Cert. # <u>ADIA 385701272</u></p>   |   |



## AIRCRAFT LOG

[illegible]



N52713

DES MOINES, IOWA

ACCURATE

## SERVICEABLE

OWNER

API/Red Carpet

MFG.

King

ITEM

KX175B

S/N

26084

W. O.

098647

INSP.

APC

DATE

5-31-88

**JOLIET AVIONICS, INC.**

FAA Repair Station No. 3159

DUPAGE - AIRPORT WEST CHICAGO, ILL. 60185

**Maintenance Release  
Issued**

Michael O. Nelson  
INSPECTOR

5-31-88

DATE

# AIRCRAFT LOG

| DATE  | FLIGHT FROM   | TO       | NATURE OF FLIGHT                                  | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|---|---|----------|---|--------------------|-------------------------------|-------|--------------------|
|   |   |          |   |                    | HOURS                         | IOths |                    |
| 19  |   |          |   |                    |                               |       |                    |
| OCT 1, 1988   | TACH 944.0  | TI 944.6 | PERFORM ANNUAL INSPECTION                         |                    |                               |       | INSTALL NEW RIGHT  |
|   | WING SURF. DRAIN PIN F 391-82.                              |          | INSTALLED NEW NOSE GEAR MOUNT PIN                 |                    |                               |       |                    |
|   | JM290-4,  |          | INSTALLED ALL NEW COOL. UNITS PIN 7444-14 AND ALL |                    |                               |       |                    |
|   | NEW CARBIDE FASTENERS,                                      |          | INSTALLED NEW E.C.T. 180SE PIN 96255              |                    |                               |       |                    |
|   | REMOVED PROPELLER, DESLUGGED CRANKSHAFT,                    |          | INSTALL NEW ALTERNATOR                            |                    |                               |       |                    |
|   | BENT AND REINSTALLED PROPELLER.                             |          | INSTALLED NEW 15X600X6 MAIN                       |                    |                               |       |                    |
|   | TIRES, REPLACED RIGHT OUTER WHEEL HALF,                     |          | ALL WHEEL BEARINGS                                |                    |                               |       |                    |
|   | CLEANED AND REPAIRED, TIRES BALANCED AND INFLATED. REMOVE   |          |   |                    |                               |       |                    |
|   | #2 CYL. EXHAUST PIPE, PIPE REPAIRED BY STEEP AND DAWLEY SEE |          |   |                    |                               |       |                    |
|   | MAINTENANCE RELEASE DATED 9-13-88                           |          | IN #5073.   |                    |                               |       | REINSTALLED #2     |
|   | PIPE AND REPLACED EXHAUST GASKETS FOR #2 & #4 CYLINDER.     |          | INSTALLED   |                    |                               |       |                    |
|   | NEW BRAKE LININGS PIN 66-87                                 |          | REPLACED ONE AN 41-16LL FORK FOR                  |                    |                               |       |                    |
|   | LEFT REAR NOSE GEAR DOOR, REPLACED                          |          | PLUNGER PIN 2016021-4                             |                    |                               |       |                    |
|   | FOR LEFT HEADER TANK, REPAINT LEFT WING TIP WHITE.          |          | C/N AD 88-1212                                    |                    |                               |       |                    |
|   | DATED JULY 5, 1988 BY                                       |          | INSTALLING FORWARD FUEL DRAIN PROVISIONS. PER     |                    |                               |       |                    |
|   | SIC SA2344CE, SEE FORM 337 DATED                            |          | SEP 23, 1988, C/N AD 87-20-03R1                   |                    |                               |       |                    |
|   | DATED APRIL 4, 1988 BY                                      |          | INSPECTION OF SEATS AND RAILS VOK AT THIS TIME    |                    |                               |       |                    |
| CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE |   |          |   |                    |                               |       |                    |



## AIRCRAFT LOG

| DATE            | FLIGHT FROM | TO       | NATURE OF FLIGHT   | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|-----------------|-------------|----------|--|--------------------|-------------------------------|-------|--------------------|
|                 |             |          |  |                    | HOURS                         | 10THS |                    |
| 19 OCT 10, 1984 | TACH 960.3  | TI 960.3 | PERFORMED ANNUAL INSPECTION. CONTROLS CHECKED AND LUBRICATED. ADJUSTED CABLE TENSION OF RUDDER & ELEVATOR. INSTALLED NEW CYLINDER HEAD PROBE ON S2334-3. RESEALED FUEL TANK ACCESS COVERS AND INSTALLED SK 177-37A FUEL CAP MRO. KIT. KIT, REVISED WEIGHT & BALANCE NEW E.W. 1793.7 NEW E.W.C.G. = 103.21  |                    |                               |       |                    |
|                 |             |          | ALL WHEEL BEARINGS REPAIRED, TIRES INFLATED, LANDING GEAR CLEANED AND LUBRICATED. PERFORMED RETRACTION TEST VOR. INSTALLED NEW FUEL SU-413. PIN F344-82. C/N 40 87-20-03 DATED 4-4-84. BY INSPECTION OF SEATS & RAILS VOR. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. BUTLER LINDSEY / AAF 315466168 IA |                    |                               |       |                    |
| 19 MAY 12, 90   | TACH 968.4  | TI 968.4 | INSTALLED NEW BEACON BULB PIN. T140125W. INSTALLED NEW W-35 BATTERY. INSTALLED SK 177-35F (KIT KIT) BUTLER LINDSEY / AAF 315466168   |                    |                               |       |                    |
|                 |             |          |  |                    |                               |       |                    |
|                 |             |          |  |                    |                               |       |                    |
|                 |             |          |  |                    |                               |       |                    |

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                         | 10THS |  |
| 11-12-90  | TACH 991.4  |            | Annual Inspection performed using an approved checklist. Lubricated Flap Circuit Switches Replaced EIT Battery contacts. E. (W AD) 87-30-03 sent & Rails of ICWAD 7642-03 Battery switch ok. Performed (gear Retraction) Test & Emergency extension. Cleaned & Repacked Wheel Bearings Replaced 2 Flap Buttons |                    |                               |       |  |
| DATE 11-12-90   |             | TACH 991.4 |  |                    |                               |       |  |
| I CERTIFY That This Aircraft <del>Engine</del>  |             |            |  |                    |                               |       | JEFFERSON INC.<br>4000 W. JEFFERSON STREET<br>JOLIET, ILLINOIS 60435 |
| Has Been Inspected In Accordance With A/C Annual Inspection & Was Determined To Be In Airworthy Condition |             |            |  |                    |                               |       |  |
| RAN TA 329603765  |             |            |  |                    |                               |       |  |
| CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE                                   |             |            |  |                    |                               |       |  |

# AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |               |              |           | DATE | REMARKS   |
|--|---------------|--------------|-----------|------|---|
| Date   | Bearing error | Place        | Signature |      |   |
| VOR 1  | VOR 2         |              |           | 19__ |   |
| 2/1/92   |               | TOTAL 1068.8 |           | 19__ | <p>ANNUAL Inspection Performed. Replaced Lt Strobe Powerpack with new unit. Replaced Gear Warning Unit with new Painted Spinner Red. Replaced Bulb on Glare Shield. Repaired Door Lock / LATCH ASSY. (LUBRICATED &amp; GREASED) Wheel Bearings. Performed Gear Retraction Test &amp; Emergency Extension. Checked ALL Lights ETC. OK N11192</p> <p style="text-align: center;"> <b>JE AVIATION INC.</b><br/> <b>4000 W. JEFFERSON STREET</b><br/> <b>JOLIET, ILLINOIS 60435</b> </p> <p style="text-align: right;">             DATE 2/1/92      TACH 1068.8<br/>             I CERTIFY That This Aircraft Engine<br/>             Has Been Inspected In Accordance<br/>             With A N ANNUAL Inspection &amp; Was<br/>             Determined To Be In Airworthy Condition           </p> <p style="text-align: right; font-size: 1.2em;"> <i>[Signature]</i><br/>             14329600765           </p> |
| 3/18/92  |               | Total 1071.5 |           |      | <p>Replaced Lt Antenna with used Securable unit.</p> <p style="text-align: right; font-size: 1.2em;">             14329608265           </p>  |

# AIRCRAFT LOG

| DATE   | FLIGHT FROM | TO | NATURE OF FLIGHT   | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|--|-------------|----|--|--------------------|-------------------------------|-------|--------------------|
|  |             |    |  |                    | HOURS                         | 10THS |                    |
| 19<br>6-11-92  | Tach 1080.5 |    | Removed LH main tire and Replaced IT with New AEG 1586K and Balanced and Replaced. Removed RH main tire and Rotated it and Balanced and Re Installed. All work done TAW CESSNA Service manual. All Reports noted with work performed END → |                    |                               |       |                    |
| <div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: 80%;"> <p>The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service.</p> <p>Signed: </p> <p>Kanosh Aero, Inc., Certificate No. KARE 076A</p> </div> |             |    |  |                    |                               |       |                    |
| CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE  |             |    |  |                    |                               |       |                    |

## AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |               |       |           | DATE | REMARKS |
|--|---------------|-------|-----------|------|---------|
| Date   | Bearing error | Place | Signature |      |         |
|  | VOR 1 VOR 2   |       |           | 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.

Joliet Avionics  
DuPage Airport  
West Chicago, IL 60185

Date: 9/28/97  
N# 52713  
WO# 141408

Tested Altimeter(s), Altitude Reporting and Static System(s) in accordance with Part 43, Appendix "E" for compliance with FAR 91.411 and FAR 91.217.

Pilot's Altimeter P/N 8140 S/N 5669 Range 14K  
Co-Pilot's Altimeter P/N — S/N — Range —

Date: 9/28/97 Model: KT-76A S/N: 3480  
Transponder/ Tested in Accordance with Part 43, Appendix "F" for compliance with FAR 91.413 this date.

F.A.A. REPAIR STATION #NF2R029L, Class III

Signature [Signature] Inspector

# AIRCRAFT LOG

| DATE  | FLIGHT FROM | TO | NATURE OF FLIGHT  | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT  |
|---|-------------|----|---|--------------------|-------------------------------|-------|---|
|   |             |    |   |                    | HOURS                         | 10THS |   |
| 19 3/15/93  | TACH 1020.4 |    | Annual Inspection performed. ETT Replaced<br>By HAN NEW DATE APR 95 ADJUSTED FLAPS<br>Per Planned (see Extension) Test & Emergency<br>Extension Replaced at NEW TIE. Cleared &<br>Checked Wheel Bearings. Tied & Labeled Contn's<br>CWAD 87-20-3 SPATS + CAR'S DUE 3-94<br>CWAD 76-07-12 Bendix Switch DUE 1720.4<br>DATE 3-15-93 TACH 1020.4 |                    |                               |       |   |
| I CERTIFY That This Aircraft Engine<br>Has Been Inspected In Accordance<br>With A & ANNEX Inspection & Was<br>Determined To Be In Airworthy Condition |             |    |   |                    |                               |       | JF AVIATION INC.<br>4000 W. JEFFERSON STREET<br>JOLIET, ILLINOIS 60435<br><br>J. J. 309608765 |
| CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE   |             |    |   |                    |                               |       |   |



# AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91. 25 |               |             |           | DATE    | REMARKS   |
|---|---------------|-------------|-----------|---------|---|
| Date  | Bearing error | Place       | Signature |         |   |
| VOR 1   | VOR 2         |             |           | 19 ____ |   |
| 3/12/44   |               | TACH 1167.9 |           |         | <p>ANNUAL Inspection performed. ELT DATE APR 95</p> <p>Remove + Replace Hydraulic Power pack after Repairs</p> <p>Serviced System performed Gear 'Retract Test' +</p> <p>Emergency Extension. Inspected + Cubed All Controls.</p> <p>CW AD 87-20-3 SOPS + RAIS Next Due 3/95.</p> <p>CW AD 93-05-06. Switch Rebuilt + Diode Installed</p> <p>↳ NPXT DUE 3167 HAS TOTAL TIME</p> <p>Checked All Lights Wheels + Brakes OK.</p> |
|   |               |             |           |         | <p style="text-align: center;">JF AVIATION INC.</p> <p style="text-align: center;">4000 W. JEFFERSON STREET</p> <p style="text-align: center;">JOLIET, ILLINOIS 60435</p>   |
|   |               |             |           |         | <p style="text-align: right;">DATE <u>3/12/44</u> TACH <u>1167.9</u></p> <p>I CERTIFY That This Aircraft Engine</p> <p>Has Been Inspected In Accordance</p> <p>With A <del>WARRANT</del> Inspection &amp; Was</p> <p>Determined To Be In Airworthy Condition</p> <p style="text-align: center; font-size: large; font-family: cursive;">[Signature]</p> <p style="text-align: right; font-size: large;">TA 329600765</p>      |



# AIRCRAFT LOG

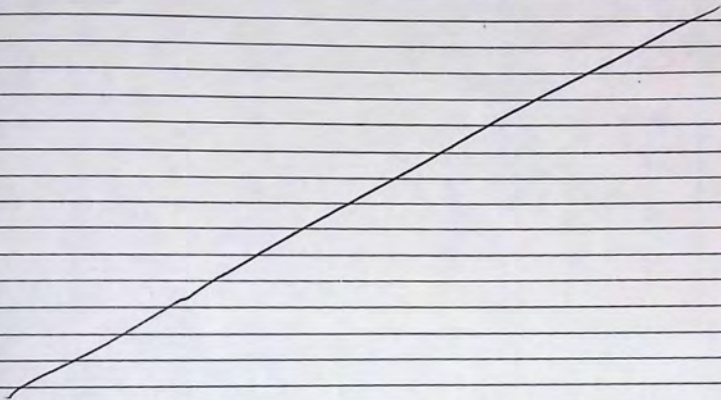
[illegible]

# MEMORANDA

| Date        |                                      |
|-------------|--------------------------------------|
| AD 78-23-10 | DNA to fuel injector by parts list # |
| " 79-04-05  | DNA to fuel injector by serial #     |
| " 79-08-03  | DNA by aircraft serial #             |
|             |                                      |
|             |                                      |
|             |                                      |
|             |                                      |
|             |                                      |
|             |                                      |
|             |                                      |
|             |                                      |
|             |                                      |
|             |                                      |
|             |                                      |

# MEMORANDA

Date





## MEMORANDA

[illegible]

DES MOINES, IOWA

ACCURATE

## SERVICEABLE

OWNER J. A. STECK

MFG. ARC ITEM 6-502A

S/N 86323F W.O. 83530

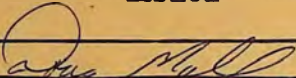
INSP. DM DATE 11/15/86

**JOLIET AVIONICS, INC.**

FAA Repair Station No. 3159

DUPAGE - AIRPORT WEST CHICAGO, ILL 60185

**Maintenance Release  
Issued**

  
INSPECTOR DATE

## REPAIRABLE

REMARKS



"LOOK FOR THE RED AND BLUE  
CESSNA PENNANTS FOR THAT  
EXTRA SERVICE WHERE IT COUNTS  
WHEN YOU NEED IT."

CESSNA AIRCRAFT COMPANY    WICHITA, KANSAS