

N53194

Cessna[®]



AIRCRAFT LOG AND MAINTENANCE RECORD

N 53194 SERIAL NO. 177RG1360

IMPORTANT NOTICE

Dear Owner:

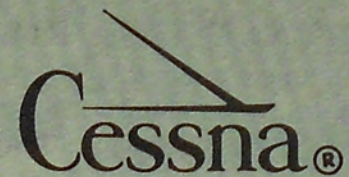
Federal Aviation Regulation Part 91.170 requires that the static pressure system(s) and sensitive altimeter instrument(s) be inspected every two (2) years in accordance with Part 43, Appendix E, if the aircraft is to be operated in controlled airspace under IFR.

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 177RG 177RG1360 N 53194
Make Model Serial Certificate

With Engine Lycoming I O-360-A1B6D L-19053-51A
Make Model Serial

From _____ 19____ to _____ 19____

Detailing Time From _____ To _____
Hours Hours

Owner _____

Address _____

Log it
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MEMORANDA OF IMPORTANT INFORMATION AND DETAILS

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.

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"FAR 91.173
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"(b) Tr
"(c) M:

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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."

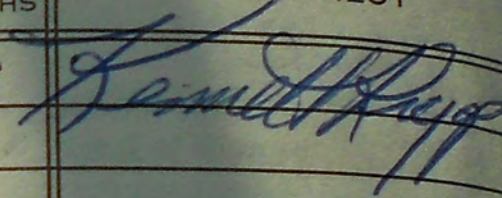
INSTRUCTIONS FOR THE USE OF THIS LOG BOOK

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.

Log in
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adr
Entra

AIRCRAFT LOG								SIGNATURE OF PILOT
DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT		ACCUMULATED TOTAL FLYING TIME		
						HOURS	10THS	
19 78								
May 22	Dct	Local	Test	2	3	2	3	

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

AIRCRAFT LOG

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AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IO THS	
19			1-22-79 Installed a new motor on the hydraulic pump Motor S/n 5285. Tach time 44:0 Kenneth F Mahle ASST. CHIEF INSPECTOR RS4110				
6-29-79	Inspection completed on aircraft - Nose gear retraction system adjusted. Checked AD Notes & Log.						
DATE <u>6/29/79</u> TACH TIME <u>115</u> TOTAL TIME <u>185</u> THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. <u>W.D. 7840</u> 							

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

FAA APPROVED REPAIR STATION S05-16
MACEE AVIATION, INC. WENATCHEE, WA

AIRCRAFT LOG

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AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOTHS	
19							
AD79-18-06	Portland-Troutdale Airport	10-11-79	Complied with on the magneto Emergency AD Complied with on the fuel servo. Cramped the block.				ASST. CHIEF INSPECTOR RS4110
<p>WESTERN Skyways, Inc.</p> <p>PORTLAND-TROUTDALE AIRPORT TROUTDALE, OREGON</p> <p>F.A.A. APPROVED REPAIR STATION No. 4110</p>							
3-20-80	TACH 226.4	A.F.T.T.	COMPLETED 100 HR FOR ANNUAL INSPECTION THIS DATE.				I certify that this <u>A/C</u> has been inspected in accordance with an Annual inspection and was found to be in air worthy condition.
<p>RELINED BRAKES - BOTH SIDES,</p> <p>REPAIRED LEAKING FUEL SENDING UNITS - DUE TO IMPROPER TORQUE.</p> <p>PARTS ORDERED FOR COMPLIANCE WITH CESSNA SE 79-37</p>				<p>Alton T. Kingsbury Jr. A & P 2150147</p> <p>AD Notes checked through 80-5.</p>			

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

MAINTENANCE RELEASE

The aircraft component identified on the reverse side was repaired or tested and inspected in accordance with FAA regulations and was found airworthy for return to Service. Pertinent details of the repair or test are on file at this agency under work order No. 6287

MAINTENANCE RELEASE

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Date	Bea
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1981	FROM	TO	NATURE OF FLIGHT	FLIGHT	HOURS	10THS	SIGNATURE OF PILOT
4-3-81	Tach 411.3	Installed	2 new main gear tires cleaned and repacked main wheel bearings. Jacked A/C and performed landing gear retraction AS per Cessna maint. manual also lubed landing gear. Found OK. 2 adons				ASIP 2055303
100 Hr	Inspection completed	to air frame.	The following items checked: wings, flaps and ailerons. All control units, and attach points. Control surfaces and attach points. cables and pulleys. Lubricate parts where needed. Inspected landing gear assembly + brakes. new main tires installed				Don Greco H&R #1183
4-6-81	Total Time	412.0 hours					
<p>I certify that this aircraft has been inspected in accordance with an Annual inspection and was determined to be in an airworthy condition. AP Note 79-08-03 cigar lighter disconnected C/PW all AD's checked to date.</p> <p>William J. Howell JA 1654760</p>							

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

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AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>82</u>							
<p><u>14 May 1982, annual maint. service completed in accord. with the</u> <u>manufacturer's insp. guides, replaced beacon bulb, replaced</u> <u>LH strobe light bulb, welded cracked exhaust muffler</u> <u>heat shield, replaced induction air filter, turned both</u> <u>main gear tires, replaced brake linings,</u></p>							
<p>ALAIR AVIATION SERVICES, INC. AURORA STATE AIRPORT AURORA, OREGON 97002 FAA APPROVED REPAIR STATION NO. 80315</p>							
<p>I CERTIFY THAT THIS <u>aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>annual</u> INSPECTION INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p>							
<p>TOTAL TIME <u>550:0</u> TACH TIME <u>550:0</u> A & F <u>782432</u></p>							
<p>DATE <u>14 May 1982</u> <u>Allen C. Zimmerman</u></p>							
<div style="position: relative; width: 100%; height: 100%;"> <div style="position: absolute; top: 0; left: 0; width: 100%; height: 100%; border: 1px solid black; border-radius: 50%; opacity: 0.5;"></div> </div>							

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AIRCRAFT LOG

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AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IO THS	
19							
<p>Date <u>7-15-83</u></p> <p>I certify that this aircraft has been inspected in accordance with a <u>annual</u> inspection and was determined to be in airworthy condition.</p> <p>Total time (or tach reading) <u>614.3</u></p> <p>Signed <u>Norman Chilpe</u> A & P # <u>346592</u></p>			<p>THIS IS TO CERTIFY THAT THE TRANSPONDER SYSTEM <u>CESSNA RT-354A</u> INSTALLED IN</p> <p>Make Model</p> <p>THIS AIRCRAFT HAS BEEN TESTED I/A/W FAR (91-177) AND MEETS STATED REQUIREMENTS OF FAR 43 APPENDIX E. FORT VANCOUVER AVIONICS INC. CRS-503-14</p> <p>Signed <u>Norman Chilpe</u> Date <u>8-24-84</u></p>				
			<p>I CERTIFY THAT THE ALTIMETER AND STATIC SYSTEM TESTS REQUIRED BY FAR PARTS 91.170 HAVE BEEN PERFORMED IN ACCORDANCE WITH FAR 43 APPENDIX E.</p> <p>THE ALTIMETER WAS TESTED TO <u>20,000 FT</u> And <u>Blind marker to 20,000 FT</u></p> <p>ON <u>8-24-84</u> DATE <u>8-24-84</u></p> <p>SIGNATURE <u>Norman Chilpe</u></p> <p>FORT VANCOUVER AVIONICS INC. — 503-14</p>				

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



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AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
19 2-12-85	REMOVED & REPLACED BAD TURN COORDINATOR INSTALLED S/N 4-846-134. Kevin J. Hunter 2323915 FOR AEROTRONICS, INC. CRS 3167 END.						
4-4-85	Installed KING KN-64 DIME in ACCORDANCE with KING Installation Manual And Wiring Diagrams. <i>[Signature]</i> CRS 3448						
8/3/85	ANNUAL INSPECTION COMPLETED THIS DATE AND THESE ITEMS WERE ACCOMPLISHED. INSPECTED ALL CONTROL CABLES AND PULLEYS, INSPECTED ALL CONTROLS AND ATTACH POINTS FOR INTEGRITY, CHECKED E/C ELECTRICAL SYSTEM. REPLACED LANDING LITE BULB, SERVICED BATTERIES, REPAIRED VACUUM REGULATOR FILTER. INSPECTED BRAKES AND ROTATED TIRES, LUBRICATED ALL GREASE POINTS INSPECTED WING ATTACH POINTS. REPAIRED LT HAND CARBON HEAT EXCHANGER. GEAR RETRACTION NORMAL NO NEW FDS AT THIS TIME. REPLACED INDUCTION AIR FILTER. CLEANED AND INSPECTED FIREFRAME FUEL SCREEN TACH REFS. 714.8 I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH NEXT PAGE						

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

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VOR

8/3/85

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature		
8/3/85				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 rating and certificate number must be shown.</p> <p><i>ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIR WORTHY CONDITION. Vernon E. Emmett J.H. 1519960</i></p> <p>I CERTIFY THAT THIS <u>AIRCRAFT</u> HAS BEEN INSPECTED IN ACCORDANCE WITH <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIR WORTHY CONDITION FOR RETURN TO SERVICE</p> <p>DATE: <u>OCT 6 1986</u></p> <p>TACH READS: <u>871.7 TT</u></p> <p>SIGNATURE <u>W. L. Llewellyn</u> A & P No. <u>568105398</u></p>

AIRCRAFT LOG

AIRCRAFT LOG							
DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
11-10-87	Tach 930.7	TT, a ser.					
			c/w AD 86-19-11 para (b) by inserting check in A/C records in throttle shaft rod end. AD 87-20-03 reaches 1000.0 hrs. T.I.S. New air filter installed + new E/I batteries installed good till Oct 89				PreFlight Fuel Systems by installed drilled bolt to be c/w when A/C reaches 1000.0 hrs. T.I.S. New air filter installed + new E/I batteries installed good till Oct 89
			Ben B. Belfry IA562641915				
11-27-87	Tach 934.0						
			Installed new Goodyear Flight Custer tire at side + packed rt wheel bearings.				
			I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.				
			Ben B. Belfry IA562641915				

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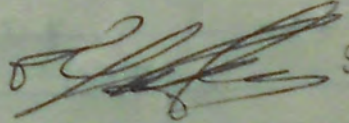
ECTDVE OCT 1989

HERFI AIRCRAFT
Orland Airport
Orland, CA 95963

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AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE 19 ____	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature		
3-28-91		TT 1092.2			<p>APPLICABLE A.D. NOTES THRU 91-5 OK'd & COMPLIED WITH</p> <p>I certify this AIRCRAFT has been inspected in accordance with <u>ANNUAL</u> inspection and found to be in airworthy condition.</p> <p>W Maloney 1213046 FA</p>
<div style="border: 1px solid black; padding: 10px; margin: 10px;"> <p>N- 53194 Date: 9/23/91</p> <p>Tested aircraft PITOT & STATIC systems for leaks. All systems were tight. Ran calibration checks of the airspeed/ altimeter/ vsi/ transponders/ and altitude reporting equipment and found the aircraft to be in compliance with FARs 91.411 and 91.413 appendixes E and F of part 43 to an altitude of 22,000 feet.</p> <p>Aerospace Avionics, Inc B.L. Andrews  SPQR081K</p> </div>					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 91							
6-1	7h 1132.4		Replaced all oil cooler hoses with anorgins hoses from Aero Unlimited. Jim Hays 568574157 AHP				
7-10-91	7h 1150.0		Removed Stabilator, Stripped Vari, painted & Repainted. Also replaced all bushing & guided with the same type new. Replaced, Port position light & Starboard Strobe. Jim Hays 568574157 AHP				
9-15-91	7h 1170.0		Repaired faulty brushed in gear activation motor, performed gear sewing operation test all systems normal. Jim Hays 568574157 AHP				

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Date	Bearin
	VOR

11-25-91

7-28-92

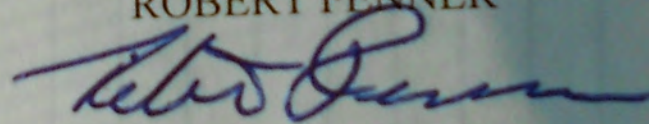
AIRCRAFT LOG

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		
11-25-91		Elk 82.0		Replaced marker beacon antenna with beetle type no change in weight & balance Jim [Signature] 568574157 A3P	
4-28-92		Tach 1201.0		I certify this alterations was inspected in accordance with <u>ANNUAL</u> inspection and found to be in airworthy condition. h maha f/ey 1213046 DA	

N 53194 TACH 20428 TET 2461.0
AUG 3, 2003
TSMOH 297.9

I CERTIFY THAT I INSPECTED THIS ENGINE
I/A/W AN ANNUAL INSPECTION AND IT WAS
FOUND TO BE AIRWORTHY. CLEANED, GAPPED
AND INSPECTED ALL SPARK PLUGS.
INSTALLED NEW AIR FILTER.
CHECKED C/W ALL AD'S TO DATE
THIS ENGINE IS RETURNED TO SERVICE

ROBERT FENNER



A&P 378806656 IA

AIRCRAFT LOG

DURATION
OF
FLIGHT

DURATION
OF
FLIGHT

TOP OF NEXT PAGE

AIRCRAFT LOG

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MEMORANDA

Date	VOR - VOT check PDX 111.0			
7-27-92	#1 Nav	180 - TO	360 Fr.	627 Haley 560467223 CF1
	#2 Nav	184 - TO	004 Fr.	



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

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS