

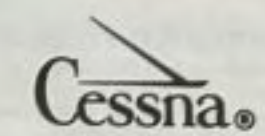
#1
Cessna®



**AIRCRAFT LOG
AND MAINTENANCE RECORD**

N 7504V SERIAL NO. 177R20803

FINISH + TRIM
6 BF 644



AIRCRAFT LOG
AND MAINTENANCE RECORD

Record of Cessna 177R 177R0803 N7504V
Make Model Serial Certificate
With Engine Lycoming IO-360-A1B6D L-14769-51A
Make Model Serial
From _____ 19____ to _____ 19____
Detailing Time From _____ Hours To _____ Hours
Owner _____
Address _____

MEMORANDA OF IMPORTANT INFORMATION AND RECOMMENDATIONS

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.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or printed text on the paper.

NOTE

"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:

- INSTRUCTIONS FOR THE USE OF THIS LOG BOOK

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.

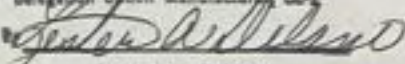
MAKE ALL ENTRIES WITH PEN AND INK—MAKE NO ERASURES.

AIRCRAFT LOG

[illegible]

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.43				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Mag	Signature		
1/11	0° 0°	224	[Signature]		I have inspected this aircraft and found it to comply with FAR 21.138. All mandatory changes have been incorporated. The static pressure system and altimeter instrument <u>F2537</u> were inspected and tested <u>7-31-75</u> to an altitude of <u>20</u> thousand feet and found to comply with FAR 91.170. The ATC transponder was tested and inspected <u>1-21-76</u> and found to comply with FAR 91.177(a). Automatic altitude reporting equipment was tested and calibrated <u>N/A</u> in compliance with FAR 91.36(b). Standard airworthiness certificate dated <u>11-21-75</u> was issued by me.  Executive Engineer Cessna Aircraft Co., Pawnee, Okla. Delegation of Authority Manufacturing CS-1  Lester A. Delano

I have inspected this aircraft and found it to comply with FAR 21.138. All mandatory changes have been incorporated. The static pressure system and altimeter instrument 4983 were inspected and tested 2-31-76 to an altitude of 20 thousand feet and found to comply with FAR 91.170. The ATC transponder was tested and inspected 1-21-76 and found to comply with FAR 91.177(a). Automatic altitude reporting equipment was tested and calibrated N/A in compliance with FAR 91.36(b). Standard airworthiness certificate dated 11-21-75 was issued by me.

P. Mills Executive Engineer
Cessna Aircraft Co., Pawnee, Okla.
Delamination Option Manufacturer, C-42
Lester A. Delano
Lester A. Delano

[illegible]

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

VOR Receiver operation checked in accordance with FAR 91.25				AIRCRAFT LOG	
Date	Bearing error	Place	Signature	DATE	REMARKS
	VOR 1 VOR 2			19__	Enter here general data with reference to "Log" 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>Date April March 19, 1976</i>	<i>Tach & Total Time 248</i>
					<i>Modified nose gear linkage in accordance</i>
					<i>with Garmin letter SE-767</i>
					<i>L.H. Williamson</i>
					<i>A/P 7017635</i>
				<i>Date April 8, 1976</i>	<i>Tach 105.4</i>
					<i>I certify that the AirFrame has been inspected</i>
					<i>in accordance with a 100hr inspection and was found</i>
					<i>in an airworthy condition</i>
					<i>Dean Jackson</i>
					<i>A/P 501608242</i>

I certify that this AirFrame has been inspected in accordance with a 100hr inspection and was found in an airworthy condition

Dear Jackson
A & P 501608242

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
May 28 1976			Tach & Total Time		206.5		
			I certify that this aircraft was inspected in accordance with AD 76-14-08 in accordance with par A, B.1, & B.2.				
			Richard Chapman				
			ATP 2017435				
Date 7-21-76			Tach 337.5				
			Complied with AD 76-14-08 in accordance with par A, B.1, & B.2.				
			Richard Chapman				
			ATP 501608242				

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 21.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2			
				July 27 1976	Tach Time 355.2
					Removed manifold pressure gauge and installed new gauge P/N C662037-0101
					Richard Chapman
					ATP 475623173
				Aug 10 1976	Tach Time 372.4
					Removed oil temp gauge and installed new gauge P/N 10-45-002
					Richard Chapman
					ATP 475623173

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
8-13-71			removed and replaced	Leaky			
			buff shroud	PT 2054018			
Task Time 322.4			Richard Chapman	PT 475623193			
7-8-76			I CERTIFY THAT THIS AIRCRAFT/ENGINE WAS INSPECTED I/A/W ANNUAL 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIR WORTHY CONDITION.				Task Time 402
			GRAND FORKS AVIATION, INC. NAME	Richard Chapman			
			INTERNATIONAL AIRPORT	CERT. #	475623113		
			GRAND FORKS, N. D. 58201				

VOR Receiver operation checked in accordance with FAR §1.25				AIRCRAFT LOG		REMARKS	
Date	Bearing error	Place	Signature	DATE			
VOR 1	VOR 2			19 ____			
				<i>Date 10/8/76</i>	<i>Tach + Total time</i>	<i>499.1</i>	
					I CERTIFY THAT THIS AIRCRAFT/ENGINE WAS		
					INSPECTED I/A/W ANNUAL/ 100 HOUR INSPECTION		
					AND WAS DETERMINED TO BE IN AIR WORTHY		
					CONDITION.		
					GRAND FORKS AVIATION, INC. NAME <i>[Signature]</i>		
					INTERNATIONAL AIRPORT CERT. # <i>44-207735-I-A</i>		
					GRAND FORKS, N. D. 58201		
				<i>Date 12-19-76</i>	<i>Tach</i>	<i>599.5</i>	
					I CERTIFY THAT THIS AIRCRAFT/ENGINE WAS		
					INSPECTED I/A/W ANNUAL/ 100 HOUR INSPECTION		
					AND WAS DETERMINED TO BE IN AIR WORTHY		
					CONDITION.		
					GRAND FORKS AVIATION, INC. NAME <i>[Signature]</i>		
					INTERNATIONAL AIRPORT CERT. # <i>44-27368-1642</i>		
					GRAND FORKS, N. D. 58201		

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <i>Date 3/9/77</i>			<i>Tach time</i>		<i>705.0</i>		
I CERTIFY THAT THIS AIRCRAFT ENGINE WAS INSPECTED I/A/W ANNUAL 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIR WORTHY CONDITION.							
GRAND FORKS AVIATION, INC. NAME <i>Anthony Aquino</i> INTERNATIONAL AIRPORT CERT. # <i>ASP 473682642</i> GRAND FORKS, N. D. 58201							
<i>Date 3/28/77</i>			<i>Tach Time</i>		<i>711.0</i>		
<i>Removed #1 Conn. & sent in for Repair & Replaced with serviced Radio. See back of Log for serviceable tags. Anthony Aquino ASP 473682642</i>							

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

AIRCRAFT LOG

VOI Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19	
VOR 1	VOR 2				
<i>July 14, 1977</i>					<i>TACH TIME 799.5</i>
<i>Complied with AD, 77-12-08 No further action necessary. Jim Earley ASP 477569526</i>					
<i>14 July 77</i>					<i>TACH TIME 799.5</i>
I CERTIFY THAT THIS AIRCRAFT ENGINE WAS INSPECTED I/A/W ANNUAL 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIR WORTHY CONDITION.					
GRAND FORKS AVIATION, INC. NAME <i>William Stahl</i> INTERNATIONAL AIRPORT CERT. # <i>ASP 317220138</i> GRAND FORKS, N. D. 58201					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19	Date 8-18-77 Tech & Total time 877.8						
Replaced Altimeter I/A/W FAR 43 Appendix E & performed static check. Packed wheel bearings. Replaced nose-tire. Altimeter cert tag in back of Log. Altimeter cert due 2/21/79							
INSPECTED THAT THE AIRCRAFT ENGINE WAS							
AND WAS DETERMINED TO BE IN AIR WORTHY.							
COLUMBIA.							
GREEN FORKS AVIATION, INC. NAME Anthony Aguirre							
INTERNATIONAL AIRPORT CERT. # A47473682642							
GRAND FORKS, N. D. 58201							

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 in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2			
	Date 8/24/77 Tech & Total Time 977.0				
	Installed O.H. 8 if Cooler V/N 8406J				
	I/A/W Cassin. See Man. No leaks				
	Anthony Aguirre A47473682642				
	June 28, 1977 Tech time 760.2				
	Repaired landing gear airfield and flaps				
	very gear door antennas and landing gear				
	selectors. Replaced propellers with new propellers				
	inspected aircraft after gear up. Inspected				
	Barab/D. Puhls				
	A47 2164819				

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
12-17-77	TACT TIME	1000.8 Hrs					
THE FOLLOWING LIST ARE REPLACED WITH NEW PARTS: LEFT & RIGHT MAIN TIRE (S&W 600), LEFT BRAKE LININGS, (INTERIOR IN (A) AND (B) NEW) FREE PISTON & WASHERS, PISTON RINGS, ALL BUSHINGS, SPACERS & BOLTS IN THE MAIN GEAR TOOTH LINK ASSEMBLY; SPACER & BUSHING MAIN GEAR TOOTH ASSEMBLY BUSHINGS (PN 17/2156-1).							
I CERTIFY THAT THIS AIRCRAFT ENGINE WAS INSPECTED I/A/W ANNUAL 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIR WORTHY CONDITION.							
GRAND FORKS AVIATION, INC. NAME <u>William J. Puller</u> INTERNATIONAL AIRPORT CERT. # <u>APP 317 220138</u> GRAND FORKS, N. D. 58201							
-17-77	I have test flown 7504V and checked out O.K. and (A) Link 502500024 CPH 2-79						
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 in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2			
10/17/77	TIME ON TACH 1000.8 TOTAL TIME ON AIRCRAFT 1000.8 HA				
	I CERTIFY THAT THIS AIRCRAFT ENGINE WAS INSPECTED I/A/W ANNUAL 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIR WORTHY CONDITION.				
	GRAND FORKS AVIATION, INC. NAME <u>William J. Puller</u> INTERNATIONAL AIRPORT CERT. # <u>APP 1201925 DA</u> GRAND FORKS, N. D. 58201				
2 Dec 1977	Total time 1099.3 Hours 801.1				
	I CERTIFY THAT THIS AIRCRAFT ENGINE WAS INSPECTED I/A/W ANNUAL 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIR WORTHY CONDITION.				
	GRAND FORKS AVIATION, INC. NAME <u>William J. Puller</u> INTERNATIONAL AIRPORT CERT. # <u>APP 274819</u> GRAND FORKS, N. D. 58201				

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
2/15/78	Rank & Total Time				1135.6		
Replaced Spinners	TAW General Ser.						Maguel
Spun IN	075263	7-16	Amiray Aguirre				473682642
2-14-79	Rank & Total Time						
Reck wheel bearings, check here. ST b ATE ch Siltner, Poslao							
2-Dimensional Ruler, Replaced ST Brake Rear, Brake Brakes							
EIT Due 1-80, inspected Pulleys & Cable, Replaced section of EIU Tab							
Cable, adjust downlocks on gear and full retract port							

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	Bearing error	Place	Signature		
	VOR 1 VOR 2			2/22	
				8/13	Total Time 1140 - Repaired damage to bottom of fuselage - the following items were installed: P/N 2011000-7, BAKHANS P/N 2011020-1, 2011020-2, SUPPORTS 3041014-1, 3041014-2, pins & bolts for main gear struts, Drive belt roller 2040020-118, Strainer fuel cable P/N 51239-54, SPRINGER ASSY 0752637-16, MUPPLER ASSY 305400-38, Repair landing gear, 1 AM Casing screw removed. Checked fuel shutoff system for leaks.
This aircraft was repaired and inspected in accordance with current federal air regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under work order No. 5188				Date 8/13/79	Signed [Signature]
DAKOTA AERO TECH, INC. Approved Repair Station No. D04-10 Hector Airport, Fargo, North Dakota				Date	Signed [Signature]
				I certify that this aircraft has been inspected in accordance with a type inspection and was determined to be in airworthy condition. Pertinent details of the repair are on file at this agency under work order No. 5188	
				DAKOTA AERO TECH, INC. Approved Repair Station No. D04-10 Hector Airport, Fargo, N. Dak., 58107	

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 79 8-3-79	1140-		Packed wheel brgs. check horz. stab bolts R/R RT main wing tube, R/R RT Brake pads, Bleed Brakes, inspect cables & pulleys, R/R section of Trim tab cable, adjust down locks on gear & all retract. Check				
			I CERTIFY THAT THIS AIRCRAFT CONDITION				
			HAS BEEN INSPECTED IN ACCORDANCE WITH INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION				
			Greg McKel - AP 467827418				

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	Bearing error	Place	Signature		
	VOR 1	VOR 2		19 78 8/3	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes to 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 bearing and certificate number must be shown.
					Total time 1140 - see rear of log book for AD compliance.
					I certify that this aircraft has been inspected in accordance with a <u>ANNUAL</u> type inspection and was determined to be in airworthy condition. Pertinent details of the repair are on file at this agency under work order No. <u>5395</u>
					Date <u>8/3/79</u>
					Signed <u>William Bertrand</u>
					DAKOTA AERO TECH, INC.
					Approved Repair Station No. <u>004-10</u>
					Hector Airport, Fargo, N. Dak. <u>58102</u>
					5/8/00 TARD 1151 AIRCRAFT OPENED FOR INSPECTION
					CHECK ALL CABLES, PULLEYS, CHECK CALIBRATION ON FUEL GAUGES.
					I CERTIFY THIS AIRCRAFT HAS BEEN
					INSPECTED I/A/W A100 H12 INSPECTION
					AND DETERMINED TO BE IN AIRWORTHY
					CONDITION. WILLIAM BERTRAND AP 1644341
					With Seal

[illegible]

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19	
5/16/80					Enter here general data with reference to "Line" and "Periodic" inspections — Rigging Changes — Alterations — Repairs — Service Letters — and changes to 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. Transponder Model <u>300XPDR</u> is manufactured or modified to meet TSO C74 <u>B</u> Class <u>1</u> Complies with F.A.R. 91.24 and <u>135.143</u> Transponder tested in accord with AC43-6. Complies with F.A.R. 91.127 Airtronics, Inc. FAA CRS 65-00002 Name <u>[Signature]</u> No. <u> </u> <u>[Signature]</u> Cert. No. <u> </u> 1st Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u> 2nd Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u> 3rd Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u> 4th Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u> 5th Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u> 6th Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u> 7th Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u> 8th Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u> 9th Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u> 10th Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u> 11th Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u> 12th Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u> 13th Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u> 14th Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u> 15th Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u> 16th Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u> 17th Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u> 18th Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u> 19th Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u> 20th Alt. Test <u>5-11-80</u> Date of Static test <u>5-11-80</u>

AIRCRAFT LOG

REMARKS

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.

Transponder Model 300 XPR is manufactured

or modified to meet TSO C74 B Class 1

Complies with F.A.R. 91.24 and 135.143 Transponder

tested in accord with AC43-6. Complies with F.A.R. 91.177

Airtronics, Inc.

FAA CRS GL-63-12

Name

No.

Cert. No.

Date of Static Test 5-16-80

Alt. Test 20,000 feet on

Alt. 91.170 have been performed. The altimeter was

Identify that the altimeter and static system test required by

AIRCRAFT LOG

11/10/80

Total 1163.3 Hours

Install Cessna Service Kit SK127-37F.
Replacement of Engine & Fuel Gages & Fuel Transmitters.
Replace Landing Gear Selector Valve Hyd. Pump & Valve
Body Assy. Replaced Brushes in motor, flushed complete
hyd. system. Installed Post Lights on new gages.
Charged Battery.

THIS AIRCRAFT AIR FRAMP, AIRCRAFT ENGINE OR APPLIANCE
REPAIRED ON THE WORK ORDER WAS REPAIRED AND INSPECTED
IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL
AVIATION AGENCY AND IS APPROVED FOR RETURN TO SERVICE.
ALL DETAILS OF THE REPAIR ARE ON FILE AT THIS
REPAIR STATION UNDER WORK ORDER # M-2656
DATE 11-10-80 SIGNED [Signature]
OR FAA APPROVED REPAIR STATION # 00616
GENERAL AVIATION, INC.
CAPITOL CITY AIRPORT
LANSING, MICHIGAN 48906

SIGNATURE OF
PILOT

AIRCRAFT LOG

REMARKS

VOR Receiver operation checked
in accordance with FAR 91.25

DATE

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.

4/1/81 TACH 1164 AIRCRAFT OPENED FOR INSPECTION ALL
GAGES LUBED CHECK GEAR
CHECKED BRAKES SERVICE BRAKE SYSTEM
REBUSH STANDARD BEARINGS, REPLACE EUT. BATT
REPAINTED BOTTOM OF LEFT DOOR

I CERTIFY THIS AIRCRAFT HAS BEEN
INSPECTED 1/A/W & 100 HP INSPECTION
AND DETERMINED TO BE IN AIRWORTHY
CONDITION. WILLIAM STRAND A&P 1844841
William Strand

I CERTIFY THAT THIS AIRCRAFT HAS BEEN
INSPECTED IN ACCORDANCE WITH AN ANNUAL
INSPECTION AND WAS DETERMINED TO BE IN
AIRWORTHY CONDITION. DATE 4-1-81

TOTAL TIME 1164 TACH 1164

ROBERT T. WALLER A&P 1904290
INSPECTION AUTHORIZATION
[Signature]

AIRCRAFT LOG

11/10/80

Total 1163.3 Hours

Install Cessna Service Kit SK127-37F.
Replacement of Engine & Fuel Gages & Fuel Transmitters.
Replace Landing Gear Selector Valve Hyd. Pump & Valve
Body Assy. Replaced Brushes in motor, flushed complete
hyd. system. Installed Post Lights on new gages.
Charged Battery.

THIS AIRCRAFT, AIR FRAME, AIRCRAFT ENGINE OR APPLIANCE
REPAIRED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL
AVIATION AGENCY AND IS APPROVED FOR RETURN TO SERVICE
IF ALL DETAILS OF THE REPAIR ARE ON FILE AT THIS
REPAIR STATION UNDER WORK ORDER # M-2656
DATE 11-10-80 SIGNED Robert T. Waller
OR FAA APPROVED REPAIR STATION # 00-16
GENERAL AVIATION, INC.
CAPITOL CITY AIRPORT
LANSING, MICHIGAN 48906

SIGNATURE OF
PILOT

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19	
VOR 1	VOR 2				
4/1/81	TACH 1164	AIRCRAFT OPENED FOR INSPECTION ALL CABLES LUBED CHECK GEAR CHECKED BRAKES SERVICE BRAKE SYSTEM REBUSH STABILIZER BEARINGS, REPAIRS ECT. PAINT REPAINTED BOTTOM OF LEFT DOOR I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED 1/A/W & 100 HP INSPECTION AND DETERMINED TO BE IN AIRWORTHY CONDITION. WILLIAM BERTRAND A&P 1644841 TOTAL TIME <u>1164</u> TACH <u>1164</u> ROBERT T. WALLER A&P 1904290 INSPECTION AUTHORIZATION			

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME HOURS 10ths	SIGNATURE OF PILOT
5-19-82	TACHA	TOTALE	TIME 1399 hr	Cumulative		
Annual inspection on aircraft engine with logbook right cylinder oil. Rebuilt right leg of main belly of aircraft. Checked and changed battery. Replaced gear door motor gear door motor. Installed new main forward nose gear act. Serviced hydraulic res. replaced seals in battery. Cleaned aircraft. Grease aircraft. Repack wheels.						
Date 5-19-82 T.T. 1399						
I certify that this AC has been inspected in accordance with Annual Inspection & has been found airworthy.						
Sig. [Signature] Pilot # 1A174351R						

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

VOR Receiver operation checked in accordance with FAR 91.25						AIRCRAFT LOG						
Date	Bearing error	Place	Signature	DATE	REMARKS							
VOR 1	VOR 2			10 _____	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 the altimeter and static tests required by FAR 91.170 have been performed this date and found to comply with FAR 43 Appendix E, The Altimeter has been tested at _____ ft. Altimeter Model <u>Crossair RT-359A</u> Serial Number <u>S903</u> Date <u>5-19-82</u> Repair Station <u>C-03-90</u> Signed <u>Finefield Inc</u> FINEFIELD AVIATION INC. HAMPSHIRE, IL 60140	I certify that the ATC Transponder tests and inspection required by FAR 91.177 were performed this date and found to comply with FAR 43 Appendix F, Transponder Model <u>Crossair RT-359A</u> Serial Number <u>S903</u> Details of this inspection are on file at this repair station Unit - V.D. <u>1636</u> Date <u>5-19-82</u> Repair Station <u>C-03-90</u> FINEFIELD AVIATION INC. Hampshire, I.E., IL 60140											

AVIATION INC
AUGUST 1961 IL 60140

AIRCRAFT LOG

[illegible]

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

[illegible]

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
83							
3-16	TAC & TIME 1543 hrs, long talked over, no gas used. And the replaced right engine. (not per and both. grade disc and base pads. both left and right engine. the, for more about. replaced gyro fittings. installed fuel gauge. dit current kit 170431. 170431. 170431.						
							Paul S. Buehler RCP 17043512

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
Date	Bearing error	Place	Signature			
VOR 1	VOR 2			19		
6-10-83 T.T.H. TOTAL TIME 1587 hrs.						Completed
Annual inspection on radar receiver.						
Repaired main motor gear, manual. Replaced						
nose gear door hinge. Replaced left						
cable gears. Rebuilt left wheel hub.						
Replaced nose gear down limit switch. Inspected						
main gear support bolts. Nose gear frame bolts						
case removed brake reserve. Serviced gear						
system reservoir. Repaired aircraft battery.						
Replaced nose gear doors. Repacked wheels, lubed all						
cables, replaced EGT Battery						
due for replacement 6-85/						
Date 6-10-83 T.T. (1) 1587 hrs						
I certify that this AC has been						
inspected in accordance with						
inspection & has been found airworthy.						
Sig. [Signature]						
Cert. # FA1743#12						

Date 6-70-83 TT (L)

I certify that this AC [redacted] has been

inserted in accordance with

inspection & has been found satisfactory

~~inspected & the car found all working~~

Gen: T A 1743-812

AIRCRAFT LOG

[illegible]

VOR Record in accordance with	
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AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature	19	
6-10-83					TOTAL TIME 1587 hrs. Completed Annual inspection in accordance with FAR 91.25. Replaced left nose gear door hinge. Replaced left wheel bearings. Rebuilt left wheel cylinder. Replaced nose gear down limit switch. Inspected main gear sag bolts. Nose gear A frame bolts loose. Serviced brake reservoir. Serviced gear system. Replaced aircraft battery. Repacked gear doors. Repacked wheel, lubed all cotchops. Replaced ECU Battery due for replacement 6-85.
					6-10-83 T.T. (L) 1587 hrs I certify that this AC/Eng. has been inspected in accordance with FAR 91.25 inspection & has been found airworthy. Sig. <i>[Signature]</i> Cert. # <i>FA1743412</i>

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 8-14-83	Tach time 1642		Replaced Master				switch solenoid.
	checked for operation		found ok				Robert Todd H+P 350460400 Fungfield Aviation
20-11-83	Tach time 1680		Installed New				Typing light
	checked for operation		found ok				Robert Todd H+P 350460400 Fungfield Aviation

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

VOR Receiver operation checked in accordance with FAR §1.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1 VOR 2			10	
12-3-83				TOTAL TIME 1709	Inspected and repaired in accordance with Lesna's maintenance manual. Replaced all brake pads, serviced brakes with fluid. Serviced and changed battery. Station - gear box gear. A frame left. Repaired right wing gear. Replaced nose gear door bushings. Tightened left cowling. Replaced left cowling. Replaced left cowling. Replaced gear assembly. Serviced receiver. Repaired all wheel bearings. Replaced all cowling and pulley.
Date 12-3-83				T.T. 1709	(R)
I certify that this AC/Eng. has been inspected in accordance with a				Inspected in accordance with a	
Inspection of this been found as				Inspected in accordance with a	
Sig. [Signature]				Cert. # 2A1743512	

Date 12-3-83 T.T. 1709 (K)

I certify that this AC/3000 has been

Inspected in accordance with a ~~checklist~~

inspection & has been found air worthy

Sig. 11/13/13

Cert. # LA/143812

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
6-5-85	Tan	1813	HRS	Installed new taxi light and replaced one connector at fuel valve. Operated fine.	John	352	183286
6-30-85	Tan	6	TOTAL TIME	1932	to	15	P.R.S. 0110
Completed annual inspection in accordance with Cessna maintenance manual. Cleared stall warning switch. Tighter propeller and engine. Replaced oil. Replaced left main tire. Replaced battery lead and connections. Replaced nose wheel bearing and race. Replaced right wheel bearing and race. Replaced left wheel bearings. Shined nose gear. Greased Shimmy. Replaced and replaced 2 propeller straps. Aircraft fueled, all systems and lights. Checked all copiers and under. Rechecked pulser of gear. Found gear pump OK. Installed new terminal wires.							

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
19					HOURS 10TH	
7-26-85					TOTAL TIME 2054 hrs.	Completed
Annual inspection in accordance with FAR 91.25. Checked nose gear, replaced propeller, replaced oil indicator filler, replaced post-lift support system, greased, hydraulic reservoir, checked disc and replaced oil wheel bearings. Replenished hydraulic fluid and oil. Checked and replaced battery. Replaced nose gear up-lift, main door seal, greased brake reservoir, checked cable tension. Checked operation of all controls, fuel and oil control and pulleys. Checked gear operation and emergency system. Replaced nose gear door.						
Date 7-26-85 T. 2054 (B)						
I certify that this AC/FT has been inspected in accordance with a						
Inspection and has been found airworthy.						
Signature [Signature]						
Cert. # 1743512						

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	Bearing error	Place	Signature	
	VOR 1	VOR 2		
8/22/85			TT 20803	Installed ELT Battery
				Good till Aug 87
				OK Check ATP 325685513
8/23/85			TT 20803	Installed new precatinal Gyro
				OK Check ATP 325685513
11/3/85			TACH 2132.4	SET ELEVATOR CABLE TENSION TO 25 lbs
				AIRFO TILES.
				Signature [Signature]
				ATP 357-ST-8653

MEMORANDA

Date

1-28-86 Task time 2158 Hrs. Completed Annual Inspection in accordance with Cessna Maintenance Manual. Lubed all controls and gears. Replaced Inst. light + radio light bulbs + transistor. Resealed Lt wing filler plate. Replaced brake lining. Tightened bolts on nose gear A frame. Nose gear doors replaced bushings in clevis ends. Filled shimmy damper. Tightened rudder spar bolts. Reinstalled roll pins in seats + seatbeds. Replaced roll pin in back seat adjustment. Installed seat stops both Pilot + Copilot seats. Bushed Pilots Lt rudder idler. Replaced Lt Main Tire. Serviced Crockes and battery. Checked and serviced nose strut. Checked operation of gear and Emergency systems.

Date 1-28-86 T.T. (L) 2158 (R)

I certify that this AC/Eng. has been inspected in accordance with a Annual inspection & has been found airworthy.

Sig.

Cert. # 101743512

MEMORANDA

Date

MEMORANDA

AD list

Date

CH

AD 75-07-02	N/A due to SIN	Dean Jackson	AP 501608242	4-8-76
AD 76-04-03	N/A due to SIN	Dean Jackson	AP 501608242	4-8-76
AD 76-14-08	C/W	Dean Jackson	AP 501608242	7-27-76
AD 77-12-08	C/W	Tommy Aguirre	AP 77569526	7-14-77
AD 77-17-07	C/W	Bernix	AP 77569526	(AP)
AD 80-24-07		CENTRAL AIRCRAFT W. COITEX RN		
AD 76-21-06	NA	OIL COOLER		
AD 79-08-03	N/A	ELECTRICAL SYSTEM FAILURE		



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

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS