

Book #1

ELT Battery
due Nov. 86

S-2077-1

Cessna[®]



AIRCRAFT LOG

AND MAINTENANCE RECORD

N 1243Q

SERIAL NO. 177RG0243

Cessna®

AIRCRAFT LOG AND MAINTENANCE RECORD

Record of Cessna 177RG 177RG0243 N18430
Make Model Serial Certificate

With Engine Lycorning IO-360-A1B6 L-7872-51A
Make Model Serial

From _____ 19____ to _____ 19____

Detailing Time From _____ Hours To _____ Hours

Owner _____

Address _____

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

VOR Receiver operation checked
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.

I have inspected this aircraft and found it complies with the requirements of FAR 21.183. All mandatory changes have been complied with. The static pressure system and sensitive altimeter instrument 75184 have been tested and inspected 11-17-71 and found to comply with FAR 91.170 to an altitude of 20 thousand feet. Standard Certificate of Airworthiness dated 1-31-72 was issued by me.

[Signature] Executive Engineer

Cessna Aircraft Co., Commercial Div.
Delegation Option Manufacturer, CE-1

By

[Signature]
W. L. Wadley

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

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2			
				19 <u>72</u>	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.
				<u>Feb 29</u>	Installed the following Navco equipment 1 Comm' 11A 1 AT-50 Transponder 1 Navco 11 Nav 1 MBT-B See form FAA-337 executed this date & Supplemental Weight & Balance data and equipment list. New ECG 103.2 inches. New 21 sepl. load 1053.9 lbs William Benz Chief Inspector Repair Station #3067

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>72</u> 4-26			Installed a Complete King KR-85 ADF system. See form 337 this date. also see supplemental Weight & Balance data and equipment list.				
			New aircraft empty weight - 1750.9 Lbs.				
			New Empty weight Center of Gravity 103.7 inches				
			New 21 seful load - 1049.1 Lbs.				
			Willard Ben Chief Inspector Repair Station 3067				

SUPERSEDED
BY WEIGHT AND BALANCE DATA SHEET.
DATED 7-21-72
WALSTON AVIATION, INC.

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

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

VOR Receiver operation checked
in accordance with FAR 91.25

DATE

REMARKS

Date	Bearing error	Place	Signature
	VOR 1 VOR 2		

19 22

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.

11-15

*Replaced flap actuator motor,
alternator fail light and alternator over
voltage sensor.*

WALSTON AVIATION, Inc.

APPROVED REPAIR STA. 3735

BOX 360 E. ALTON, ILL.

William R. Polashko

alt. Insp.

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10ths	
19 72							
12/13	TACH 240.6	RELOCATE K1265	AND INSTALL NALCO VERZA PER				
	AC43.13-122	MINOR ALTERATION	SEE WEIGHT & BALANCE THIS DATE				
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. Pertinent details of the repair are on file at this agency under Work Order No. <u>2854</u> Date <u>12/13/72</u> Signed <u>[Signature]</u> Signature of Authorized Individual OZARK AIRCRAFT RADIO CO. FAA APPROVED REPAIR STATION No. 3329							
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 ____

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 THIS AIRCRAFT HAS BEEN
INSPECTED IN ACCORDANCE WITH A
ANNUAL INSPECTION AND WAS
DETERMINED TO BE IN AN AIRWORTHY CONDITION
TACH TIME 256.9

"Pertinent details of the repair are on file
at this repair station under work order

No. 1704A Date 3-29-73

Signed: George B. Valiaferro For

Hill Aircraft Repair & Service Co., Inc. F.A.R. #212-6
Hangar # 17, Tulsa International Airport,
Tulsa, Okla. 74115"

The ~~aircraft~~, airframe, ~~engine~~,
~~propeller~~ or ~~engine~~ identified above was
repaired and inspected in accordance with
current regulations of the Federal Aviation
Administration and is approved for return
to service.

"Pertinent details of the repair are on file
at this repair station under order

No. 1704 Date 3-29-73

Signed: George B. Valiaferro For

Hill Aircraft Repair & Service Co., Inc. F.A.R. #212-6
Hangar # 17, Tulsa International Airport,
Tulsa, Okla. 74115"

RELEASED TO SERVICE

MECH.

INSP.

George B. Valiaferro
2125176

RELEASED TO SERVICE

MECH.

INSP.

George B. Valiaferro
2125176

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 12-5-78							
			Reline R & L Brake -			446.0	ZWB -
2-4-74			Installed New Tire on nose wheel & Serviced bearing			476.0	ZWB.
3-1-74							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

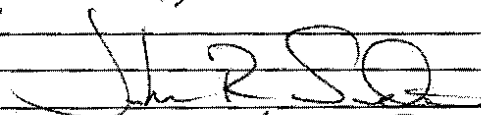
AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
74	VOR 1 VOR 2			1974	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. 100 Hr. Insp. Completed - Routine Maintenance Performed - serviced wheels + Brakes - Repair carb Air Box Repair alternator - Horn Switch gear Retraction ok - serviced battery - Serviced Flap gear - new Flap lite - I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> INSPECTION, AND DETERMINED TO BE IN AIRWORTHY CONDITION. SIGNED: <u>Harry Bennett</u> AUTHORIZED INSPECTOR NO. <u>1257743</u> <u>Harry Bennett</u> <u>RP 1257743</u> <u>Rec. loc. 49510</u> <u>3/23/74</u> Checked ELF - Batly date <u>2/1975</u> (Replacement)

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19 ____	
24 MAY 74		Ench Time	501.3		REPAIRED Damage Brw/ As Per 43:13-1 AND MANUFACTURERS DIRECTIONS. KEEP TO FORM 337 IN M/R RECORDS ON ON FILE AT THIS SECTION  MIDCOAST AVIATION SERVICES C.R.S. 4307 ST. LOUIS - LAMBERT FIELD NEWB -
7/15/74		New Brakes	installed		Per Log - 543:0 - NEWB -
9/17-74		Installed	New Oil Radiator		SN- 21160 Per Log - 638:00 NEWB -
10/10/74		Installed	New Oil Cooler (658:0)		NEWB -

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature		
				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. <i>100 Hr. Insp. Completed - Routine Maintenance Performed - Installed New Brake Disc Both wheels - New lining + Seal in Left Brake - Checked AD - Note Retraction OK - Serviced Battery + Propeller - Ekt. (OK) service Power Pack (oil)</i> I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> INSPECTION, AND DETERMINED TO BE IN AIRWORTHY CONDITION. SIGNED <u>Harry Bennett</u> AUTHORIZED INSPECTOR NO. <u>1257743</u> <u>Harry Bennett</u> A.D. <u>1257743</u> Rec'd - <u>796:0</u> <u>June - 6 - 1975</u>

[illegible]

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
76	VOR 1	VOR 2		1976	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.
					100 hr. Insp. Completed - Routine Maintenance Performed - New Brake Linings - New Tire R. Main - Serevised wheels - Batty + Prop. New E.L.T. Battery & system repaired Cleaned A/C. - Checked A/S notched.
					(Replace 10 - 79) FLT-
					Harry Bennett AIP 1257743 Rec - back 1012:0 June 16 - 1976
					I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> INSPECTION, AND DETERMINED TO BE IN AIRWORTHY CONDITION.
					SIGNED <u>Harry Bennett</u>
					AUTHORIZED INSPECTOR NO. <u>1257743</u>

AIRCRAFT LOG

[illegible]

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
77	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.
					<i>100 hr. Insp. completed - Routine</i> <i>Maintenance Performed - New Brake Lining</i> <i>Installed - Flap Actuator serviced -</i> <i>Retraction Performed OK - serviced</i> <i>gear - + wheels - Batt. Serviced</i> <i>E/F - Checked - ADS all checked</i> <i>+ C/W, -</i>
					<i>Harry Bennett</i> <i>ADP 1257743</i> <i>6-17-1977</i> <i>Rec. Tack - 1203:0</i>
					I CERTIFY THAT THIS <i>Aircraft</i> HAS BEEN INSPECTED IN ACCORDANCE WITH A <i>Annual</i> INSPECTION, AND DETERMINED TO BE IN AIRWORTHY CONDITION.
					SIGNED <i>Harry Bennett</i> AUTHORIZED INSPECTOR NO. <i>1257743</i>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>78</u>							
100 Hr. Insp. Completed - Routine Maintenance Performed - Retraction Check OK - Serviced all wheels & brakes. Checked ELT - Batt OK - Replaced cowling fastener. Cleaned A/C - serviced Battery & Propeller. Power Pack serviced OK -							
I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> INSPECTION, AND DETERMINED TO BE IN AIRWORTHY CONDITION.							
SIGNED <u>Harry Bennett</u> AUTHORIZED INSPECTOR NO. <u>1257743</u>							
<u>Rec. Tack 133410</u> <u>5-17-1978</u>							
9:30	Retained	inspector	Observer	Clean	Reactor	Compressor	SC

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		
79	VOR 1	VOR 2		19	
Aug 7			Tach 1411.6		100 hr inspection. Inspected all panels, needed to inspect fuel cap, fuel pump, burners, K&R ELT battery, K&R 8 to 1000 rpm mount, bushings. K&R all brake discs & linings. Installed new piston, bumper, inject main gear pump well. K&R manifold pressure fuel flow gauge. Retracted gear checked. Repacked all wheel bearings. Used all hinges for EAST. Had all lights & electrical system. EAST K. C. AVIATION I CERTIFY THAT THIS <u>Airframe</u> HAS BEEN INSPECTED IN ACCORDANCE WITH <u>ANNUAL</u> 100 hr. INSPECTION AND WAS DETERMINED IN AIRWORTHY CONDITION. DATE: 8/2/79 TACH: 1411.6 Allen L. Michelson AOP 2150988

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
EAST K. C. AVIATION I CERTIFY THAT THIS <u>Ref</u> HAS BEEN INSPECTED IN ACCORDANCE WITH ANNUAL INSPECTION AND WAS DETERMINED IN AIRWORTHY CONDITION.							
DATE: <u>8/7/79</u> TACH: <u>1446</u>							
LAUNDA HT MINIMUM 247 TH POSITION 78							
<i>[Signature]</i> Calif AS 9/2019/65 10							
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	
11/20/79					tail reach 1437.0 min. annual + operations of systems + components, but per owner reqs, driving fuel pump, service battery, etc. muffler for cracks found P.S. C.W. A.D. 79-18-5 removed ECT + placard instrument panel C.W. A.D. 76-7-12 P.S. I certify this <u>AIRCRAFT</u> has been inspected in accordance with an <u>ANNUAL</u> inspection and was determined to be in airworthy condition. Signed <u>Maile Hamm</u> Date <u>11/20/79</u> W.O. No. <u>2422</u> Tach <u>1437</u> Total Time <u>1437</u> Peoria Aviation, Inc. - Galesburg Aviation FAA Certified Repair Station C19-59 Galesburg, Ill. 61401

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT				
					HOURS	10THS					
12/6/79	179	1444	149	installed	1	0	certified				
	altimeter			performed	1	0	status system, old 1/A/W				
	FAR 91.170			system found	0	0					
MAINTENANCE RELEASE "The aircraft, airframe, aircraft engine, propeller, or appliance identified here, was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to service." Signature of Repair Station: _____ Title: _____ Date: _____ INSPECTION <table border="1"> <tr> <td>PRELIMINARY</td> <td>HIDDEN DAMAGE</td> <td>IN PROGRESS</td> <td>FINAL</td> </tr> </table> DATE: 12/6/79 SIGNATURE: X. _____ For: PAI/Galesburg Aviation-Municipal Airport-Galesburg, Illinois 61401 CRSC 19-59.								PRELIMINARY	HIDDEN DAMAGE	IN PROGRESS	FINAL
PRELIMINARY	HIDDEN DAMAGE	IN PROGRESS	FINAL								
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	
19 June 3, 1981	Tach Reads		1546.7 hrs.				
Removed non-ISO'd Narco AT-50 Transponder and installed new Narco AT-150 Transponder s/n 22952 Weight and Balance Change - none.							
<i>William F. Spencer</i> SPENCER AVIONICS							
SPENCER AVIONICS Municipal Airport Spencer, Iowa 51301 FAA Repair Station #304-45							
Municipal Airport Spencer, Iowa 51301 FAA Repair Station No. 304-45							
This is to certify that the ATC transponder below has been inspected and tested as required by FAR 91.177 and to be in compliance with Appendix F of FAR 43.							
Model # <u>AT-150</u> S/N # <u>22952</u>							
W.O. # <u>3449</u> Date <u>6-3-81</u>							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							
Inspector <u>William F. Spencer</u> AV # <u>2293002</u>							

1635 6

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			10 _____	
					1613. - Installed new parts in Left down- Lock - pulled Retraction Test - Removed Hyd pump disassembly - clean - Adj - Reinstall - Clean pressure Switch - Clean pump motor Reinstall - Repair stall warning horn - Rewire Switch - Christa R. House AP1459271
					3-17-82 TACK 1633.6 Replaced down lock parts on RT Clean - pulled Retraction Test The aircraft and/or component identified above and inspected in accordance with current regulations and was found airworthy for return to service. Full details of the repair are on file at this address under order No. 8778 3-17-82 FAA Certified Repair Station 3-5 Signed <u>Christa R. House</u> for Eagle Municipal Airport St. Cloud, Minn.

[illegible]

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
1983	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.
2-25					tach and total, 1712 hrs. 100 hr inspection completed, checked control system, cables and pulleys, lubed all control hinges, tightened elevator cables, replaced all brake linings and filled brake reservoirs, performed gear retraction test and checks OK, greased gear and filled gear oil reservoirs, serviced A/C batt. checked ELT operation, batt good till Jan. 84, replaced beacon bulb, A.P.'s in back of log book, filed prop nuts, checked electrical system, lubed flap jack screw,
				Total Time	1713
Tachometer	1712			I certify that	
this (aircraft) (engine) has been inspected in accordance with a (annual) (100 hour) inspection and was determined to be in airworthy condition.					
Dated	2-25-83	W.O. No.			
Signed	Douglas Hasler				

Adp 476729547

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19	TAC.	1712	T.T.				2-25-83
	ENG.	1712	T.T.	S.M.O.B.	94.0	HRS	
	PROP.	492.0	HRS	T.T.	S. CHECK BY	MAXWELL	O.D.
	E.L.T.	1984					
A.D. 78-09-07 REV. 2 (332784) NEW IMPULSES INSTALLED							
Total Time							
Tachometer _____ I certify that							
this (aircraft) (engine) has been inspected in accordance with (aircraft) (engine) (hour) inspection and was							
determined to be in airworthy condition.							
Dated 2-25-83 S.W.O. No.							
Signed Victor J. Hask 1917165							
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 VOR 1 VOR 2	Place	Signature	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.
2/11/84		Tech 1809			Repaired upper right hand door hinge with new P/W 1717002. Richard Phusan ASP 476842719
3-2-84		The A/C Transponder tests and inspections required by FAR 91.17 were performed on this date and found to comply with FAR 43 Appendix F. Details of this inspection are on file at this Repair Station under W.O. # <u>2120</u> A/C Transponder <u>A-150</u> Ser. No. <u>22951</u> Date <u>3-2-84</u> Donald E. Anderson Signature _____ South State Avionics, Inc. FAA Repair Station <u>C1472</u> New York, N.Y. 10001			I certify that the static systems tests required by FAR 91.172 have been per- formed and the altimeter has been certi- fied i/a/w Part 43 Appendix E, by Repair Station <u>C1472</u> to <u>20000</u> ft. Donald E. Anderson 3-2-84 Signature _____ Date _____

AIRCRAFT LOG

DATE 19 84	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
3-19	Tach's Total 1830 100 hr. inspection completed Checked Control and electrical systems lubed all pulleys fairleads and hinge points. Replaced bolts and tightened nose gear torque links. Repacked all wheel bearings, checked brakes filled reservoirs. Potgages test plus emergency down check OK. Replaced EIT Battery due 11/86 check OK. Replaced bolts in torque tube for trim. Added flap check screw. Filed and painted drop box in back of log. I certify that this aircraft has been inspected in accordance with a 100 hr inspection and has been determined to be in airworthy condition. Richard J. Hansen ASP 476842719						
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

AIRCRAFT LOG

[illegible]

MEMORANDA

Date

1/28/85 Tac 1930

new nose gear doors installed
all 3 nose gear doors replaced new pressure
switch installed on Hydraulic gear system
gear retractors run checked OK new Tac
Cable installed

James Struble
LA 1824599

MEMORANDA

Date	
	DATE <u>2/1/85</u> TACH <u>1930</u> <u>1930</u>
	I certify that this <u>AC</u> has been inspected
	in accordance with <u>annual</u> inspection and
	determined to be in airworthy condition.
	Work Order No. <u>1278</u>
	Signed <u>Frank Stambler</u> for
	Forest City Aviation Inc. FAA Repair Station No. 304.26
	A.D. 72-03-03 and Lt 39.1385 dated Feb 1/72
	flex actuator Jack cleaned and lub. C.W.
	no other A.D.s due at this time.
	E.L.T. battery due 11/86

Date 3/4/86 Tach reads 2034, Completed 100 hour insp. opened up all insp. access panels Checked general Condition and security of all structures. Replaced all brake linings, Replaced Cowling shock mounts, Checked Flight Control cables, lubercated all pullys and bellcranks Serviced brake reservoirs, Checked operation of electrical system. CW AD 72-03-03 R3 Amendment 39-480 dated Oct. 15, 1984 wing Flap jack screw, by lubercation and visually inspection due at 2134 every 100 hrs. I certify that

this A/C has been insp I/A/W a 100 hr. insp. and was determined to be in an Airworthy Condition.

DATE 3/4/86 TACH 2034 IT 2034
 "I certify that this A/C has been inspected in accordance with a annual inspection and was determined to be in Airworthy Condition."

Brian R. Pitt AIP 391524079
 W.O # 582 ELT due NOV. 86.

Marvin Struble
 I.A. 1824599

A.D. 79-2-8 Serial 147

WB -

er) S/N -

ie) NewB -
 NewB -
 installed (NewB)

NewB

B -
 00hr, NewB
 NewB -
 NewB -
 NewB -

MEMORANDA

Date	A.D.		
3/23-74	72-3-3	N.A. By S/N-0243	AWB-
2-10-75		Has United Inst. (altimeter)	S/N-
6-6-75	74-16-6	C.W. - (Ancon oil line)	HevB-
6-16-76	72-3-3	Jack Screw (serviced)	HevB-
6-16-76	75-7-2	New Air filter Seal installed	(HevB)
6-17-77	72-3-3	Jack Screw Serviced	AWB
5-16-78	72-3-3	Jack screw serviced	HevB-
5-16-78	76-4-3	actuator Insp. OK 100%.	HevB
5-16-78	76-14-8	N.A. By S/N-	HevB-
5-16-78	76-21-6	Replaced oil cooler	HevB-
5-16-78	77-12-8	N.A. No plug.	HevB-
	A.D. 74-8-1	auto pilot C.W.	
	A.D. 76-4-3	" " C.W.	
	A.D. 74-2-8	Sendix up	

AD 73-07-04 - P/C/W coil magnet

AD 74-26-09 P/C/W Bendix steel bushing

AD 78-09-07 C/W 1411 hrs Bendix impulses Due 1911 hrs

AD 76-04-03 N/A actuator S/N too high.

AD 76-21-06 N/A S/N

AD 75-07-02 N/A

AD 79-08-03 C/W 12-3-80 organ lights

AD 79-10-14 N/A

AD 79-21-08 N/A

Donald R. Cole
AZ 1878327

AD 77-33 amdt-39-1468 cleaned & lubed 1712 hrs.
flap jack screw Doug Haskins #00470729547

7-25-89 { 78-9-7 amdt 39-4538 - C/W installed new impulse coupling 1712 hrs

82-13-1 amdt 39-4465 - mag dist. block checks OK - is not green

AD 78-09-07 R3 102, no. 332784 C/W tac. (2255.3) 1988



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

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS