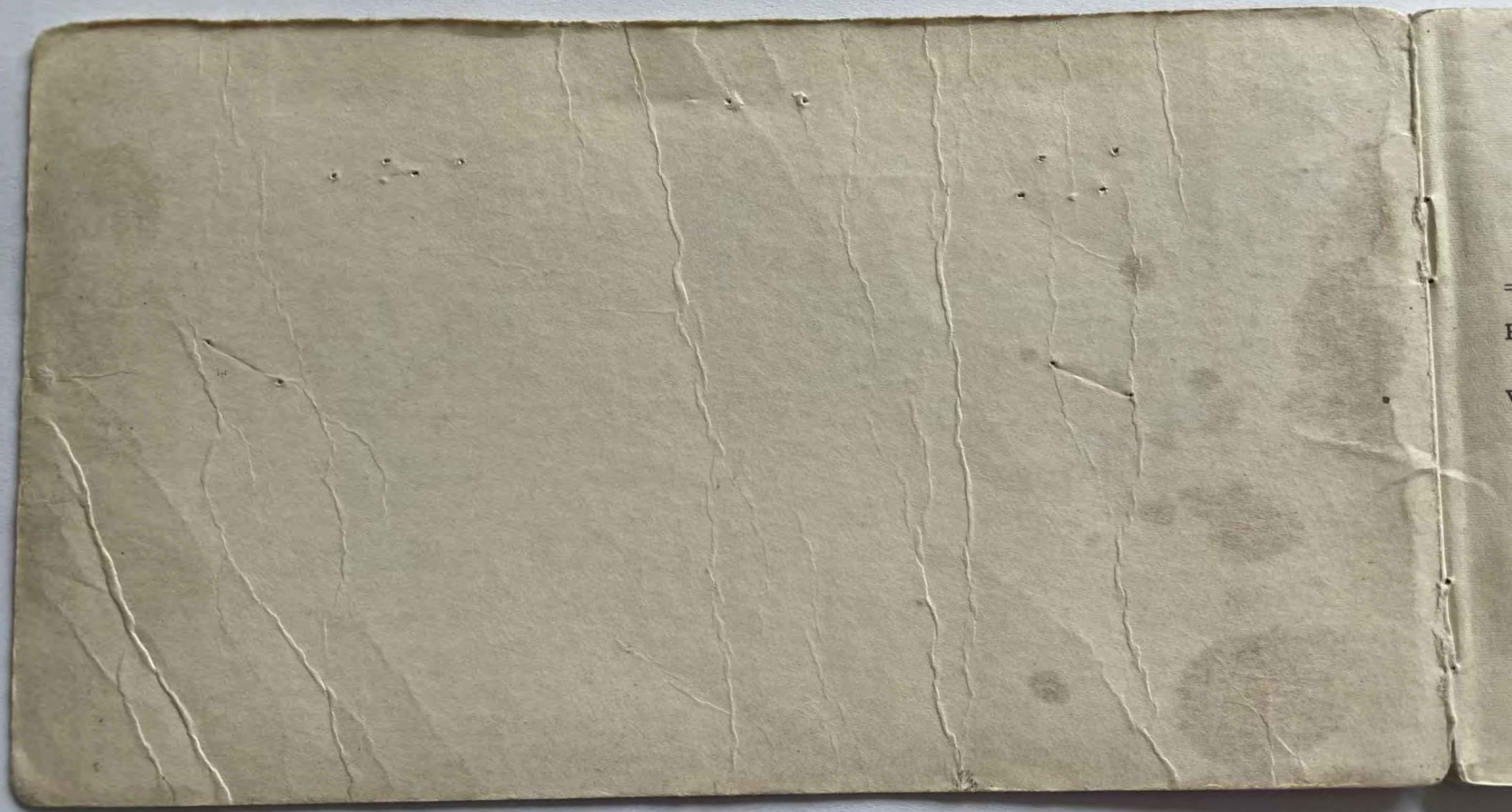


#1  
Cessna®



**AIRCRAFT LOG  
AND MAINTENANCE RECORD**

N 1373M SERIAL NO. 177R60083





# AIRCRAFT LOG AND MAINTENANCE RECORD

Record of Cessna 177RG 177RG0083 N1373M  
Make Model Serial Certificate

With Engine Lycoming IO-360-A1B6 L-7677-51A  
Make Model Serial

From \_\_\_\_\_ 19\_\_\_\_ to \_\_\_\_\_ 19\_\_\_\_

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

Owner \_\_\_\_\_

Address \_\_\_\_\_



## 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

| DATE                    | FLIGHT FROM              | TO                           | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|-------------------------|--------------------------|------------------------------|------------------|--------------------|-------------------------------|-------|--------------------|
|                         |                          |                              |                  |                    | HOURS                         | 10THS |                    |
| 19 <del>71</del><br>3-5 | Act                      | Local                        | Test             | 35                 | 3                             | 5     | <i>Tom Weber</i>   |
|                         |                          |                              |                  |                    | 25                            | 2     | <i>Tom Weber</i>   |
| 10-6                    | PITTS-WHEELING           | ADV                          | Demo             | 27                 | 22                            | 7     | <i>Tom Weber</i>   |
| 10-6                    | ADV-HAR                  | PITTS.D.F. PERM              |                  | 29                 | 27                            | 9     | <i>Tom Weber</i>   |
| 10-7                    | PERM                     | ADV                          |                  | 11                 | 30                            | 8     | <i>Tom Weber</i>   |
| 10-8                    | ADV- <del>WHEELING</del> | ADV                          | Demo Ride        | 45                 | 35                            | 3     | <i>Tom Weber</i>   |
| 10-11                   | ADV PITTS                | WHEELING ADV                 |                  | 23                 | 37                            | 6     | <i>Tom Weber</i>   |
| 10-12                   | ADV 1ST HAR              | MWU ADV                      |                  | 36                 | 41                            | 2     | <i>Tom Weber</i>   |
| 10-13                   | ADV PITTS                | BENEF. WHEELING ADV          |                  | 33                 | 44                            | 5     | <i>Tom Weber</i>   |
| 10-14                   | ADV LAN                  | WHEELING ADV                 | Demo XC          | 23                 | 46                            | 8     | <i>Tom Weber</i>   |
| 10-15                   | ADV PITTS-TASHA          | PITTS ADV                    | Demo XC          | 39                 | 50                            | 7     | <i>Tom Weber</i>   |
| 10-16                   | ADV MEAD                 | PITTS ADV                    | Demo XC          | 26                 | 53                            | 3     | <i>Tom Weber</i>   |
| 10-18                   | ADV MWU                  | HAR ADV                      | XC               | 32                 | 56                            | 5     | <i>Tom Weber</i>   |
| 10-19                   | ADV Bnd                  | ERIC                         | XC               | 15                 | 58                            | 00    | <i>Tom Weber</i>   |
| 10-20                   | ERIC MEAD                | BENEF. PITTS S. WHEELING ADV | XC               | 29                 | 60                            | 9     | <i>Tom Weber</i>   |
| 10-21                   | AVONNA                   | TASHA ADV                    |                  | 20                 | 62                            | 9     | <i>Tom Weber</i>   |

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 |                    |
| 10/26/71 | Avonon Somerset | Harrisburg | X-C                     | 1 5                | 64                            | 4     | Tom Weber          |
| 10/27/71 | Harrisburg      | Beavertown | Beavertown Pitt Airport | 2 7                | 67                            | 1     | Tom Weber          |
| 10/28/71 | ADD-Ross        | Pittsburgh | Harrisburg HLG X        | 2 4                | 69                            | 5     | Tom Weber          |
| 10/29/71 | Harrisburg      | MUW        | Harrisburg HLG AOV X    | 6 2                | 75                            | 7     | Tom Weber          |
| 10/30/71 | Avonon          | Harrisburg | Harrisburg HLG AOV X-C  | 2 4                | 78                            | 1     | Tom Weber          |
| 11/2/71  | AOV Harris      | Beavertown | AOV                     | 3 8                | 81                            | 9     | Tom Weber          |
| 11/3/71  | AOV Harris      | Beavertown | AOV                     | 6 1                | 88                            | 0     | Tom Weber          |
| 11/4/71  | WHEELING        | AOV        | X-C                     | 8                  | 88                            | 8     | Tom Weber          |
| 11/5/71  | AOV Harris      | AOV        | X-C                     | 1 9                | 90                            | 7     | Tom Weber          |
| 11/6     | AOV Pittsburgh  | AOV        |                         | 1 8                | 92                            | 5     | Tom Weber          |
| 11/7     | AOV Harris      |            |                         | 1 0                | 93                            | 5     | Tom Weber          |
| 11/8     | AOV Harris      | MUW        | KITZLAND                | 2 4                | 95                            | 1     | Tom Weber          |
| 11/9     | BEV             | ROTLAND    | BEV                     | 2 1                | 97                            | 2     | Tom Weber          |
| 11/10    | BEV             | LAWRENCE   | BEV + LOCAL             | 8                  | 98                            | 0     | Tom Weber          |
| 11/12    | BEV             | NORWOOD    | BEV                     | 6                  | 98                            | 6     | Tom Weber          |
| 11/14    | BEV             | PLY        | BEV                     | 1 0                | 99                            | 6     | Tom Weber          |
| 11/15    | BEV             | NORWOOD    | LAWRENCE                | 8                  | 100                           | 4     | Tom Weber          |

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   |   |
| 12-8-71  |               | TACK  | 102:95 HRS | 71   | <p>Annual Inspection this date. New brake linings and replace RH wheel bearings, rotate tires. Install rudder cable clevis pins with bolts and nuts. Install gear rubber bumpers. Flap AD70-15-16 done. Service Kits SK177-20 &amp; SK177-19 done. Retraction test. Check all cables &amp; pulleys. Check all surfaces &amp; lubricate. Replace spinner &amp; nose cap on lower cowling and paint both.</p> <p style="text-align: center; font-size: small;">I CERTIFY THAT THIS AIRCRAFT OR ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A <b>ANNUAL</b> INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.</p> <p style="text-align: center; font-size: small;">THOR SOLBERG AERONAUTIC CORP. DATE <b>12-8-71</b></p> <p style="text-align: center; font-size: small;">MECHANIC'S SIGNATURE <b>Andrew H. Stettner</b> CERTIFICATE NO. <b>IA-1072716</b></p> <p style="text-align: center; font-size: small;">NEXT ANNUAL <b>12-1972</b></p> |



## AIRCRAFT LOG

| VOR Receiver operation checked<br>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 -<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.</small>   |
|--|--------------------------------|-------|-----------|----------------------|---|
| Date   | Bearing error<br>VOR 1   VOR 2 | Place | Signature |                      |   |
|  |                                |       |           |                      | <p style="font-family: cursive;">Removed inspection panels, lubed flaps controls,<br/>cleaned landing gear, replaced height KAC<br/>lite, serviced battery, serviced L/O reservoir<br/>serviced brake master cylinders, clean<br/>fuel filter.</p> <p>I certify that this <u>A/C</u> has been<br/>inspected in accordance with the<br/><u>ANNUAL</u> inspection and was de-<br/>termined to be in <u>  </u> airworthy<br/>condition.</p> <p>TT: 129:87      DATE: 9-11-72</p> <p style="font-family: cursive; font-size: large;">Joseph P. C. Surace</p> <p>JOSEPH P. C. SURACE<br/>1557352 (IA) A&amp;P</p> <p style="text-align: center; font-size: small;">109 SPRING STREET<br/>CARBONDALE, PA. 18407</p> |



# 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 ____ |  |
|  |               |       |           |         | <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>INSTALLED EQUIPMENT LISTED ON 337 DATED<br/>DEC. 30, 1972</p>   |
|  |               |       |           |         | <p style="text-align: right;">RAPTAN VALLEY AIR INC.</p>   |
|  |               |       |           |         | <p>NEW EMPTY WEIGHT. 1737.1 LBS CRS # 1709<br/>C.G. 104.4" Robert Stephens<br/>MOMENT 181352</p>   |
|  |               |       |           |         | <p>THE ABOVE INSTALLED EQUIPMENT HAS BEEN TEST FLOWN AND ADEQUATELY PERFORMS ITS INTENDED FUNCTION WITH NO ADVERSE AFFECTS ON THE OTHER EQUIPMENT IN THE AIRCRAFT.</p>   |
|  |               |       |           |         | <p>PILOT <u>Norman Karlsh</u></p>  |
|  |               |       |           |         | <p>CERT. NO. <u>1862946</u></p>  |
|  |               |       |           |         | <p>RATING <u>Single Eng</u></p>  |
|  |               |       |           |         | <p>DATE <u>12/30/72</u></p>  |



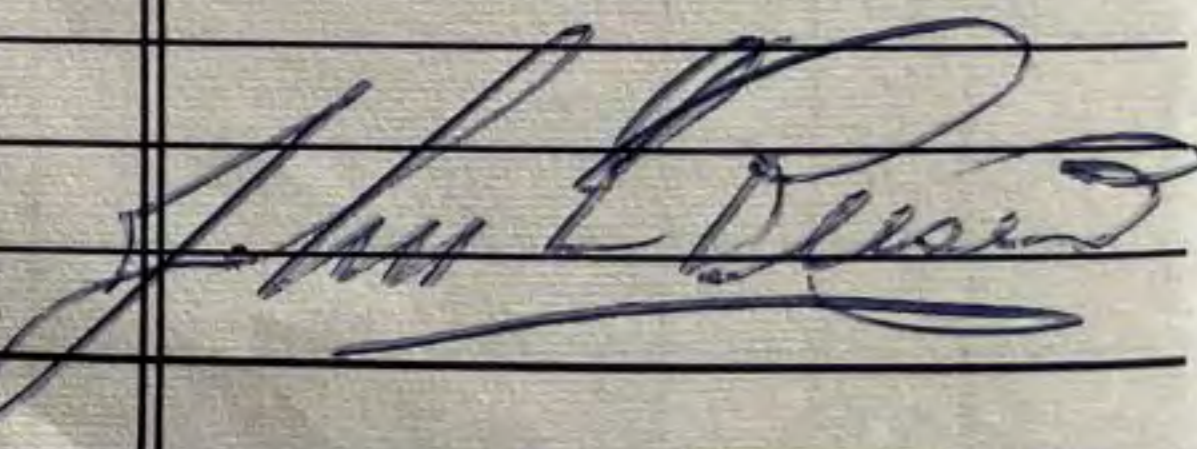


## AIRCRAFT LOG

| DATE  | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|---|-------------|----|------------------|--------------------|-------------------------------|-------|--------------------|
|   |             |    |                  |                    | HOURS                         | 10THS |                    |
| 19  |             |    |                  |                    |                               |       |                    |
|   |             |    |                  |                    |                               |       |                    |
|   |             |    |                  |                    |                               |       |                    |
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|   |             |    |                  |                    |                               |       |                    |
|   |             |    |                  |                    |                               |       |                    |
| 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 <b>73</b><br>7-12-73   |             |    | Installed Bendix T-12 C ADF System in Aircraft. See FAA 337 this date. |                    |                               |       |  |
|   |             |    | New Wgt.   | 1748.4 lbs         |                               |       | <div style="font-size: 2em; transform: rotate(-15deg);">                     Successful<br/>                     16 gals fuel<br/>                     9 a. min                 </div> |
|   |             |    | New Moment   | 186089 in lbs      |                               |       |  |
|   |             |    | New SWCG   | 106.4 in           |                               |       |  |
|   |             |    | Useful Load  | 1051.6 lbs         |                               |       |  |
| <p><b>New Haven Aviation</b><br/>                 FAA CERTIFIED REPAIR STATION #E19-38<br/>                 TWEED NEW HAVEN AIRPORT<br/>                 SALES — SERVICE — INSTALLATIONS<br/>                 NEW HAVEN, CONN. 06512 (203) 667-0143</p> |             |    |  |                    |                               |       |  |
| <div style="font-size: 1.5em; font-family: cursive;">  </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<br>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. |
|  |                                 |       |           | 11/4/74  | Installed ELT Mod EBC-302 V<br>SN 9807 ON RH SIDE OF ACFT AT<br>STATION # 127 USING 3 RIUNUTS. NO<br>WT + BALANCE CHANGE NEEDED. OPPS<br>CR OK BATTERIES dur change 12/74<br>T.T. 344.67 hrs<br><div style="text-align: right; margin-top: 10px;"> <i>GR MacKinnon</i><br/>                         ATP 2069644                     </div>  |
|  |                                 |       |           | 8/9/74   | Serviced Shimmy dampener Changed 2<br>hot gasket washed Engine  |
|  |                                 |       |           | 8/26/74  | clw A.D. 74-16-06 - Installed clamp on<br>oil pressure line<br><div style="text-align: right; margin-top: 10px;"> <i>Daniel A. Gray</i> ATP 2194664                     </div>  |





# 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      |   |
|  |               |          |           | 10/9/74 | T-T. 481.09 install New MAN<br>TRANS LH + RA.<br>[Signature]  |
|  |               | Jkt 519. |           | 11/7/75 | installed certified ampere mil-gat<br>2504 and altimeter ser# 1830, static<br>checked OK, Weight APP 1991725<br>[Signature] |
|  |               |          |           | 11/2/74 |   |

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 |                    |
| 19  |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
|   |             |    |                  |                    |  |                               |       |                    |
| 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 <u>75</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. |
| 11/14  |               | TACH TIME |           |              |   |
|  |               | 0626      |           |              |   |
|  |               |           |           |              | REPLACED EGT GAGE (P/N 202A-2AY) AND<br>PROBE (P/N 001-005-A36) GROUND RUN UP<br>CHECKED OK<br><br>Bob Oldi<br>AIP 1975310<br>AVIATION SERVICES INC.  |
| 8/9/76   |               | Tach Time |           |              |   |
|  |               | 716.29    |           |              |   |
|  |               |           |           |              | Replaced main L/G downlock solenoids P/N 52110-1<br>with newer type P/N 2070014-1<br><br>[Signature]<br>AIP 2005958   |

AIRCRAFT LOG

| DATE   | FLIGHT FROM | TO | NATURE OF FLIGHT  | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |                            |  |
|--|-------------|----|---|--------------------|-------------------------------|-------|--------------------|----------------------------|--|
|  |             |    |   |                    | HOURS                         | 10THS |                    |                            |  |
| 19 70<br>8/10/74   |             |    |   |                    |                               |       |                    |                            |  |
| Total Time 716.29  |             |    | I certify this aircraft was inspected in accordance with a 100 hr. inspection and found to be airworthy. Gear retraction accomplished in accordance with Cessna manual and operational checked okay.  |                    |                               |       |                    |                            |  |
| 9-28-78  |             |    |   |                    |                               |       | Sgt. Laker         |                            |  |
| Total time tech 890.97 hrs.  |             |    | Replaced pt. fuel sender, replaced fuel flow, MP, grease, & placed with new nose tire. Replaced & readjusted rd gear door hinge, repacked turnbuckle bushings in nose gear actuator, repaired hots. stabilator tips, removed corrosion on A/C belly near battery drain. Lub. entire A/C Control System & landing gear. Performed gear retraction test IAW Cessna manual. Test satisfactory. Drained all fuel dumps. Operational preflight check OK. Anthony J. Juranova |                    |                               |       |                    | Cons. parts<br>A&P 2005558 |  |
| I certify that this aircraft has been inspected in accordance with a 100 hr. inspection and was determined to be in airworthy condition. |             |    |   |                    |                               |       |                    | A+P 112455555              |  |

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      | Bearing error |       | Place | Signature |
|-----------|---------------|-------|-------|-----------|
|           | VOR 1         | VOR 2 |       |           |
| 8/10/1996 |               |       |       |           |

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.

8/10/1996

I certify this aircraft was given an annual inspection as required by FAR and found airworthy. A D Note record in back of this log. Preflight and operational check satisfactory.

Tachometer reads 716.29 hours.  
A/C total time 716.29 hours.

JR Shippard  
ATP 1419634  
Drop Auth.

3-31-77

Tach-713.6

R&R Manifold Pressure Gauge with Overhauled unit from Castleberry See Tag. Unit Model No. 6080-H38 Serial No. 61222. Ops checked good.

**NEW HAVEN AIRWAYS, INC.**  
**TWEED-NEW HAVEN AIRPORT**

Donald A. Clement  
FA 2001791

NEW HAVEN, CONN. 06512

## MEMORANDA

S/N 177RG-0083

| No. Date          | AD Note List            | Action  |
|-------------------|-------------------------|---|
| 70-24-4           | Fuel Shut off Control   | Prev Accompl.                                     |
| 71-1-3            | Stab Attach Angles      | Doublers Prev Inst.                               |
| 71-24-4           | Filer Hoses Insp.       | Due each 100hr (Cw by Insp) N/A by Model          |
| 72-3-3            | Flap Screw Rework       | Prev Accompl                                      |
| 74-16-06          | Oil Pres. Gage Line     | Prev Accompl                                      |
| 75-08-09          | Oil Pump rework         | N.A. By Eng Ser No.                               |
| 75-09-15          | Flow Divider Gasket     | Prev Accompl.                                     |
| 74-24-13          | United Altimeter        | Replaced 1-6-75                                   |
| 78-07-12          | Bendix Switch           | Checks O.K.                                       |
| <del>73-7-4</del> | <del>Bendix Magns</del> | <del>Due at 1000 hrs</del>                        |
| 73-10-2           | Fuel Inject             | N.A. (not overhauled in time<br>Period concerned) |
| 76-14-08          | Stab Trim Bolt          | N.A. By Ser. No.                                  |
| 76-04-03          | Yaw Damper              | NOT installed                                     |
| 73-23-1           | Piston Pins             | N.A. by Eng Ser No.                               |
| 74-26-09          | Bendix Magns            | C/w Left this insp<br>Right N.A. By Ser No        |



SERVICE KITS & LETTERS

MEMORANDA

| Date    |  |
|---------|--|
| 12-8-71 | Service Kit SK 177-20 Power pack control valve & pressure switch mod. & Hand pump check valve replacement. |
|         | Service Kit SK 177-14 Cabin Heat reduction mod.  |
|         | Andrew H. Stittner ACP<br>1072746  |

MAINTENANCE RELEASE

COMPONENT MP/77 SERIAL NO. 61222

PART/MODEL NO. 6080-A38

CONFORMS TO \_\_\_\_\_

The component identified above was repaired and inspected in accordance with current Federal Aviation Agency Regulations and was found air worthy for return to service. Details of the repair are on file at this agency under

Work Order # 18506 Date 3-25-77

Technician L.S. Inspector Rafael L. Posey

me  
 check  
 NRP  
 1072746

MA  
 PA  
 DA  
 RE  
 FA

**SCALE CORRECTIONS**

| TRUE ALTITUDE | Gage Correction |              |
|---------------|-----------------|--------------|
|               | Room Temp. °C   | Low Temp. °C |
| -1000         | 0               |              |
| 0             | +10             |              |
| 500           | +10             |              |
| 1,000         | +10             |              |
| 1,500         | +10             |              |
| 2,000         | +20             |              |
| 3,000         | +20             |              |
| 4,000         | +20             |              |
| 6,000         | +30             |              |
| 8,000         | +60             |              |
| 10,000        | +60             |              |

**TESTED BY:** *m. Keller*

**ALTIMETER SER.# 1838**

| TRUE ALTITUDE | Gage Correction |              |
|---------------|-----------------|--------------|
|               | Room Temp. °C   | Low Temp. °C |
| 12,000        | +80             |              |
| 14,000        | +70             |              |
| 16,000        | +60             |              |
| 18,000        | +60             |              |
| 20,000        | +50             |              |
| 22,000        |                 |              |
| 25,000        |                 |              |
| 30,000        |                 |              |
| 35,000        |                 |              |
| 40,000        |                 |              |
| 45,000        |                 |              |
| 50,000        |                 |              |

**DATE:** *1-6-75*

C & R ConnAir, Inc.  
 Brainard Airport  
 Hartford, Conn.  
 203-522-9191

*T14*



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EXTRA SERVICE WHERE IT COUNTS  
WHEN YOU NEED IT."

CESSNA AIRCRAFT COMPANY    WICHITA, KANSAS