

WV

#1

Cessna®



# AIRCRAFT LOG AND MAINTENANCE RECORD

N 18523 SERIAL NO. 17702541

Cessna®

## AIRCRAFT LOG AND MAINTENANCE RECORD

Record of Cessna 177B 17702541 N18523  
Make Model Serial Certificate

With Engine Lycoming O-360-A1F6D L-22029-36A  
Make Model Serial

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

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

Owner \_\_\_\_\_

Address \_\_\_\_\_

WV



### AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1    VOR 2	Place	Signature		
				19 <u>  </u>	<p>9-10-76                      Installed Eng. S/N L-22135-36A; 0.00 Hrs.                      A/c time 2.5 Hrs.</p> <p>CESNA AIRCRAFT CO.    MMF 3349</p> <p>Signature <u>Carl R. Nick</u></p>

### AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10ths	
19 <u>  </u>							
3-23-77	Tach time	20.2 hours	Installed equipment as listed on web data dated this date. All work performed using FAR 43.13-1 and 43.13-2 and manufacturers instructions as guides. This aircraft was inspected & found air worthy to return to service. Pertinent details of the installation are on file at this agency under work order # 5589 date 3-23-77 by <u>Officer L. H. Cook</u> for Radio Ranch Pol. III P.S. 3763.				
3-23-77	KT-26 transponder	S/N 37629	Was tested and inspected as required by FAR 91.177 & FAR 43 app F using AC 43-6 as a guide. along with mfg instructions and was found to comply with TSO C146 Class 1 and returned to service. pertinent details of the inspection are on file at this agency under work order # 5589 on 3-23-77 by <u>Officer L. H. Cook</u> for Radio Ranch Inc Pol. III P.S. Cont 3763. END.				

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	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.
77				
Aug 18, 1977 Tach Reads 44.5 Annual Inspection this Date, Inspected A/C as per 177 Service Manual, c/w AD 77-12-08 on External Plug Perceptual + Don't Rotate, Lubed L & R Brake Pins, Replaced Nose Wheel Pant, Added Stiffener lower R/H Firewall. Cleared all other discrepancies listed on W/O 7037.				
I certify that this aircraft has been inspected in accordance with a Annual Inspection and determined to be in airworthy condition. Pertinent details of this inspection are on file at this agency under work order:				
No. 7037 Date 8/19/77 Total Time 44.5				
Signed: <i>C. J. Dewey</i> For BUD HARWOOD AVIATION Reckford, Illinois F. A. A. APPROVED Repair Station No. 3266				

### AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
Aug 30 1978 Tach Read 139.1 HRS c/w Cessna Service Letter SE 78-44 by inspection as per Licensing SBW37 and Building SBW inspection of mag Brake Found ok, c/w Cessna SE 78-43, Flap limit switch check not inspection ok, I certify that this Airframe has been inspected in accordance with a 100 HR. inspection and was determined to be in airworthy condition. <i>Danull James ARP 329401429</i>							
8-30-78 Tach reads 139 hours I certify this aircraft has been inspected in accordance with an annual inspection and is found to be in airworthy condition. <i>Doral E. Miner IA 1435255</i>							
March 27 1979 Tach Reads 157 HRS Removed Spare 7 ELT Serial No. 303,067 as per AD 79-05-02 - Replacement Magnesium Battery Pack ordered. <i>Danull James ARP 329401429</i>							
March 30 1979 install'd ELT with new magnesium Battery Pack <i>Danull James ARP 329401429</i>							

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

AIRCRAFT LOG

Replace ELT Battery by 10-81

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19	
VOR 1	VOR 2				
Oct - 4			Tech Reads	211 HRS	100 HR inspection completed per Cessna 172 Maintenance manual check list All ADs check ok through 79-18 - I certify that this Aircraft has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition. Donald Hammer AIP 329401429JA
Dec 1, 1980			Tech Reads	294 HRS	Replaced brake linings both main Function test Bendix ignition switch ok per AD 76-87-12R dated 8-19-77 due every 100 HRS I certify that this Aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in airworthy condition. Donald hammer AIP 329401429JA

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT
19				
	The ATC Transponder Tests and Inspections required by F.A.R. 91.177 were performed this date and found to comply with F.A.R. 43 Appendix F.			
	TSO C746	CLASS 1	W.O. NO. 8957	
	XPDR Make	RT 76	S/N 27629	
	DATE	17-10-80	SIGNED Donald Hammer	
	For RADIO RANCH, INC. POLO, L.R.S. 3763			
	JAN 1982 Tech Reads 390 HRS RCW AD 76-00 main OK due every 100 HRS I certify been inspected in accordance with AD was determined to be in airworthy condition. AIP 329401429JA			

THE UNIT IDENTIFIED BELOW HAS BEEN OVERHAULED AND INSPECTED BY US AND FOUND TO BE AIRWORTHY. PERTINENT DETAILS OF THE OVERHAUL ARE ON FILE AT THIS AGENCY UNDER WORK ORDER

NO. R.O. 995186  
 DATE FEB 14 1983  
 SERIAL NO. 8306003  
 PART NO. 682555 11  
 SIGNED D.A. Holoway FOR

THE BENDIX CORPORATION  
 ENGINE PRODUCTS DIVISION  
 SIDNEY, NEW YORK 13838

CERTIFICATE NO 1012

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 <u>3-26-87</u>	<u>Febairt</u>	<u>Nose</u>	<u>Stuck with new seal kit and cleaned</u>				
			<u>Stall Warning indicator</u>	<u>Done</u>			<u>BP 325404299A</u>

N. 18523 S/N \_\_\_\_\_ Date: 9-22-86  
 The aircraft identified above was painted with IMRON  
817U WHITE, 6543UM RED, 5321UM MAROON  
 and is approved for return to service.  
 Pertinent details of the work accomplished are on file  
 this repair station under work order no. 3202  
 Signed J. K. Evans  
**"B" Cap Inc.**  
 C/R/S 304-55  
 R.R. 1 Maquoketa, Iowa 52060

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 ____	
<u>5/20/87</u>	<u>Tach Time</u>	<u>625.9 hours</u>	<u>--</u>	<u>Installed Narco LRN-820</u>	<p>The aircraft and/or component identified above was repaired/alterred and inspected in accordance with current Federal Air Regulations. Only those components identified on the following Work Order are found airworthy for return to service. Pertinent details of the repair/alteration are on file at this agency under WORK ORDER NO. <u>6661</u> DATE <u>5/20/87</u></p> <p>SIGNED <u>Gene L. Horke</u>                      RADIO RANCH, INC. R. S. #3763 POLO, IL.</p>
	<u>Koran and Antenna Development</u>	<u>AD-1 Antenna</u>	<u>All work was performed using FAIR 73.13-1A, 43.13-2A, and 20-121 and manufacturers instructions as a guide. See 337 and Weight &amp; Balance and Equipment Revision list dated today's date, Etc.</u>		

### AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
The ATE Transponder Tests and Inspections as required by FAR 91.172 law FAR 43, Appendix E, have been performed.			Altimeter tests required by FAR 91.171 law FAR 43, Appendix E, Para. (d), have been performed.				
XPDR MODEL <u>KT-76</u> S/N <u>8957</u>			ALTIMETER <u>Auto 57445/N H1070</u>				
SIGNED <u>Steve J. Fink</u> DATE <u>5/20/87</u>			TESTED TO <u>23,000</u> FT. DATE <u>5-20-87</u>				
RADIO RANCH, INC. R. S. #3783 P.O.D., IL.			SIGNED <u>Arnold Hammer</u>				
			RADIO RANCH, INC. R. S. #3783 P.O.D., IL.				
Static system tests as required by FAR 91.171 law FAR 43, Appendix E, Para. (a), have been performed.							
SIGNED <u>Steve J. Fink</u> DATE <u>5/20/87</u>							
RADIO RANCH, INC. R. S. #3783 P.O.D., IL.							

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	19	
	VOR 1	VOR 2			
JAN				1988	TACH Reads 644 HRS TT Installed new Belt Bolt with next Reglance date 1190 Replaced outside buckle linings both main with new 66-87 linings, Replaced Cock hold Seat Tubing with new, and Installed new door holder bracket on Pilots doors with Cessna Part. C/W AD 86-19-11 dated 10/4/86 Installed Appendix 86-19-11 to aircraft Flight manual, no further action required, C/W AD 86-24-07 dated 11/7/87 installed cast/lock nuts and cotter pins on throttle control, mixture control, Prop control and carb. heat. AD 87-20-03 dated 10/23/87 Seat Track inspection is due at the First Annual after the accumulation of 1000 HRS TT, R/W AD 76-07-12R Function test Bendix ignition switch ok due every 100 HRS. I Certify that this aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in airworthy condition. Donald J. Fink D4P329401429FA

**AIRCRAFT LOG**

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 Jan. 1990	TACH	Reads	687 HR	Repland	4		Lower cowling mounts, Repair Flight Tank sender, changed Battery I cert. by tech this aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in accordance with the Daniel Jones AWP 2294014222
MAY 22, 90 TACH READ 739.7 HRS T.T. REMOVED NOSE WHEEL FAIRING. S. STA ON 14/10/16 HAP 323403470							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

**AIRCRAFT LOG**

E.T. Bot Dec 1/92

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	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.
	VOR 1	VOR 2			
Dec 21, 1990					TACH Reads 762 HRS TT Installed new Beebe Vinnings both mag's, Serviced nose oiler w/20 Rutan installed new 500-c Copy Time on nose and 2/10w BP on Bendix ign. on Serial/Factor - Test OK I cert. that this aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in accordance with the Daniel Jones AWP 2294014222

AIRCRAFT

DATE \_\_\_\_\_  
 FLIGHT FROM \_\_\_\_\_  
 19 \_\_\_\_\_

*N18523*



RADIO RANCH, INC.

Radio Ranch Airport  
 Polo, IL. 61064  
 815-946-2371

FAA Approved R.S. 3763

The ATC Transponder Test required by FAR 91.413 in Appendix F, have been performed.  
 XPDR MODEL *KT-76*  
 SIGNED *[Signature]*  
 RADIO RANCH INC. R.S.

*1/4/91 Tech Tm installed Morse existing KT-767 dated this date & Equipment list All work performed Instructions as per chap 2-5-11-13-15-1 1-2-3 & 11 as a guide, end.*

SCALE CORRECTIONS			
Barometer	Altimeter	Hysteresis	Encoder
-1000	0	0	0
0	0	0	0
500	0	0	0
1000	-5	0	0
1500	-5	0	0
2000	0	0	0
3000	0	0	0
4000	0	0	0
6000	10	0	0
8000	15	+15	0
10000	35	+20	0
12000	55	0	0

SCALE CORRECTIONS			
Barometer	Altimeter	Hysteresis	Encoder
14000	80	0	+100
16000	90	0	+100
18000	100	0	+100
20000	120	0	+100
22000			
25000			
30000			
35000			

Model *5934P-1 A.56*  
 Serial No. *H1070*  
*AR-850 S/N 55093*

Date *1/3/91* Tested By *[Signature]*

SIGNATURE OF PILOT

*Law*  
*performed*

*H1070*  
*1/3/91*

*POLO, IL*

DATE *1-4-91*

*POLO, IL*

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

AIRCRAFT LOG

*EIT Bot Dec 1/92*

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>Dec 21, 1990</i>		<i>TACH Reads 762 Hrs TT</i>	<i>[Signature]</i>		<i>Installed new Beebe Turnings both main &amp; Sec. at nose 272-11-15 R. Hugen installed new 500-c Copy Time on nose and 210W AD on Bendix ignition switch / function test OK I cert. that this aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in good working condition. (I) Paul J. Juma ADP 22940142022</i>

**AIRCRAFT LOG**

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 93							
02-08-93	Total Time: 867.0		Annual Inspection/Maintenance				Jack Time: 867.0
<p>Maintenance Accomplished: Front Left and Right side panels on fuselage just aft of Firewall replaced. Lower section of Firewall straightened and reinforced by gluing identical stainless sheet in front of lower Firewall and riveted together. Identical rivet holes and spacing used in both repairs. Lower section of Nose Fork assembly replaced with undamaged fork. All seals in nose strut replaced and strut serviced with MIL 5606. Nose fairing replaced and painted with colors matched to other wheel pants. Side panels also primed and painted.</p> <p>Annual Inspection also accomplished at this time. Aircraft systems checked for proper operation. Airframe and landing gear inspected for integrity of structure. All pulleys rotated and lubricated. Cables, turnbuckles, tiebrakes, and control rods inspected and lubricated where applicable. Brake system inspected; wheel inspected and inflated; wheel bearings inspected and greased; gear oil checked. Flight wheel rotated. Aircraft battery serviced and charged. EKT ops. checked - Exp. Date 1/94. Seats, latches, belts, and tracks inspected. AD Note 76-07-12R complied w/ by ops check.</p>							
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__	<p>of switch. AD's checked through 92-27.</p> <p>All maintenance accomplished in accordance with AC43.13-1A/2A change three section 2, par. 83 and Section 3 for 95, 96, 97, 99, 102, 107.</p>
<p>I CERTIFY THIS Aircraft HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>TOTAL TIME 867.0 HOURS</p> <p>SIGNED: <i>Robert R. Jensen</i></p> <p>LICENCE NUMBER A &amp; P 543027959, I.A.</p> <p>DATE: 02/08/93</p>					

**AIRCRAFT LOG**

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
04/18/28	T.T.	0892.5	Cleaned & packed wheel bearing checked electrolyte level, cleaned bird nest out of tail. Installed new ELT battery. Due May 26 Functional check lights replaced sight using Nav blue, and tail Nav blue. Installed new brake linings on both mains. AD 76 C/w by function test of Bendix magnetism switch OK. Installed new bracket air filter PN# BA-5710 to C/w A.L. 84-26-02 (See 337) dated 09-18-27. Washed Aircraft				
<p>DATE <u>04-18-28</u> TACH <u>0892.5</u>                  I CERTIFY THAT THIS AIRCRAFT/ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH 100 HR. ANNUAL INSPECTION AND DETERMINED TO BE IN AIRWORTHY/UNAIRWORTHY CONDITION.                  NAME <u>[Signature]</u> CERT. # <u>03288237</u></p>							

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	
					<p>DATE <u>4-18-99</u> TACH <u>0897.5</u>                      I CERTIFY THAT THIS AIRCRAFT/ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH 100 HR. ANNUAL INSPECTION AND DETERMINED TO BE IN AIRWORTHY/UNAIRWORTHY CONDITION.                      NAME <u>[Signature]</u> CERT. # <u>040328942</u>                      JT</p>

**AIRCRAFT LOG**

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
MARCH 10 1995	TACH	READS 928 HRS	Total Time Installed				
	New 600-6 6ply	Tach on	Right MAIN				Installed new 0
	Rings on Both	Fuel CAPS, Adjusted	Rudder Nose Steer-				
	Tail to proper length,	Rechecked	Parking Brake Cable that				
	was loose out of its	Bracket,	Installed missing				Cotton Ring in
	Rudder peddle bucket's,	FLCW AD	76-07-12				Function test is
	Bendix ignition Switch	o/c	Down	evening	100 HRS		
<b>GAIL FORCE AIRCRAFT MAINTENANCE</b>							
BELLEVILLE AIRPORT • P.O. BOX 200 BELLEVILLE, MO 63811 PHONE 620-235-1971							
DATE	3-10-95	TOTAL TIME	928				
TACH TIME	928	W.D.#					
INSPECTED BY	J. J. [Signature]	INSPECTOR	ASST. PILOT				
INSPECTION AND	DETERMINED AIRWORTHY.						
MECHANIC	J. J. [Signature]	CERTIFICATION	AV 325401429 JA				

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

Date		Date	
CUSTOMER NAME: <u>State Line Aviation</u>			
DATE: <u>March 10 95</u>			
INSPI. BY: <u>Blair [Signature]</u>			
MODEL: <u>4103</u>			
ALT S/N: <u>41070</u>			
TABLE I			
ALT	TOL	IND	IND
-1000	20	0	50
0	20	0	
500	20	0	+10
1000	20	-5	+10
1500	25	0	0
2000	30	-5	0
3000	30	-5	
4000	35	0	
6000	40	0	
8000	60	+10	
10000	80	+50	
12000	90	+70	
14000	100	+80	
16000	110	+70	
18000	120	+70	
20000	130	+90	
22000	140		
25000	155		
30000	180		
35000	205		
TABLE II			
TEST	TOL	IND	IND
CASE LEAK	100		
HYSTERESIS			
1ST TEST 50%	75		
2ND TEST 40%	75		
AFTER EFFECT	30		
TABLE III			
FRICION	TOL	IND	IND
1000	70	10	
2000	70	10	
3000	70	20	
5000	70	20	
10000	80	20	
15000	90	20	
20000	100	20	
25000	120		
30000	140		
35000	160		
40000	180		
50000	250		
TABLE IV			
BARO SCALE	HG	ALT	IND
28.10	-1727	740	25
28.50	-1340	1350	
29.00	-863	800	
29.50	-392	300	
29.92	0	0	
30.50	531	500	
30.90	893	800	
30.99	974	900	
NEXT IFR CERTIFICATION DUE BY: <u>March 16 97</u>			

Iterations - Repairs - Service Letters - ACTIONS FOR USE OF THIS LOG BOOK. Number must be shown.

80 100 270  
100 0 100  
0 0 0

FOSR86M ROCKFORD, IL  
 SIGNED: [Signature]

**AIRCRAFT LOG**

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
11/4/95	957.0		INSTALLED 3 GOODYEAR FET CUSTOM II TIRES, AND PADS AND INSTALLED DUKED PROPELLER				NEW BRAKE DISCS Sec. prop log 10-02-95 AP2774485302A
3-3-96	960.1		Annual inspection per Cessna Checklist. Used per Cessna manual c/w AD 76-07-12. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.				AP27744-85302A
7/29/96	TACH READS 970.5 HRS.		INSTALLED NEW ELT BATTERY AND TESTED, DUE AUG. 98. Script A Keph				MAP 3234054 202A

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		
3/21/96	TACH READS 994 HRS T.T.				<p>100HR INSPECTION AS PER SERVICE MANUAL, c/w AD'S 87-20-03 R2, SEAT RAIL INSPECTION, 78-07-07 R3 BENDIX VGN SWITCH FUNCTION TEST, IMP. COUPLING INSPECTION, 76-07-12 BENDIX VGN SWITCH FUNCTION TEST. DRAINED OIL, REPLACED OIL FILTER, SERVICED WITH 15W50 AEROSHELL. REPLACED BRACKET AIR FILTER, COMPRESSION CYL #1 80 #3 75 #2 80 #4 80. REPLACED ALL ROCKER BOX GASKETS. RUN-UP AND LEAK CHECK OK.</p> <p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND IS IN AIRWORTHY CONDITION.</p> <p>Script A Keph MAP 3234054 202A</p>

**AIRCRAFT LOG**

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	

9-20-97	TACH REAR	REAR 995 HR	Inst. 11				
	CB 35	BATTERY	Inst. 11				

**Airworthiness User/Installer**

FAA Form 8130-3

It is important to understand that the existence of constitute authority to install the part/component/ass Where the user/installer work in accordance with Authority different than the Airworthiness Authority of the Authority that the user/installer ensures that his/her Airwor that the user/installer from the Airworthiness Authority of the assemblies from block 14 and 19 do not constitute Statements in block 14 and 19 do not constitute maintenance records must contain an installation cer regulations by the user/installer before the aircraft r

FAA FORM 8130-3

The FAA Form 8130-3 and JAA Form One are equivalent. Other count

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1. UNITED STATES		<b>FAA FORM 8130-3</b> AIRWORTHINESS APPROVAL TAG U.S. Department of Transportation Federal Aviation Administration				3. System Tracking Ref. No. MW 22,067	
4. Organization Midwest Aircraft Instruments, Inc. 4215 W. 220th St. Jordan, MN. 55352						5. Work Order, Contract, or Invoice Number: MW 18,200	
6. Item	7. Description	8. Part Number	9. Eligibility *	10. Quantity	11. Serial/Batch Number	12. Status/Work	
	DIR GYRO	200-5	VARIOUS	1	3437	OHC	
13. Remarks  SEE W.O. 22,067							
Limited life parts must be accompanied by maintenance history including total time/total cycles/time since new.							
14. New <input type="checkbox"/> Newly Overhauled <input type="checkbox"/>  Certifies that the new or newly overhauled part(s) identified above, except as otherwise specified in block 13 was (were) manufactured in accordance with FAA approved design data and airworthiness.  NOTE: In case of parts to be exported, the special requirements of the importing country have been met.				19. Return to Service in Accordance with FAR 43.9  Certifies that the work specified in block 13 (or attached) above was carried out in accordance with FAA airworthiness regulations and in respect to the work performed the part(s) is (are) approved for return to service.			
15. Signature		16. FAA Authorization No.:		20. Authorized Signature: 		21. Certificate Number: K05R995M	
17. Name (Typed or Printed):		18. Date:		22. Name (Typed or Printed): Russell J. Krautkremer		23. Date: 11/2/97	

\* (Optional) Installer must cross check eligibility with applicable technical data.

1. UNITED STATES		<b>FAA FORM 8130-3</b> AIRWORTHINESS APPROVAL TAG U.S. Department of Transportation Federal Aviation Administration				3. System Tracking Ref. No. MW 22,075	
4. Organization Midwest Aircraft Instruments, Inc. 4215 W. 220th St. Jordan, MN. 55352						5. Work Order, Contract, or Invoice Number. MW 18,220	
6. Item	7. Description	8. Part Number	9. Eligibility *	10. Quantity	11. Serial/Batch Number	12. Status/Work	
	GYRO HORIZON	36101C	VARIOUS	1	26852	OHC	
13. Remarks  SEE W.O. 22,075							
Limited life parts must be accompanied by maintenance history including total time/total cycles/time since new.							
14. New <input type="checkbox"/> Newly Overhauled <input type="checkbox"/>  Certifies that the new or newly overhauled part(s) identified above, except as otherwise specified in block 13 was (were) manufactured in accordance with FAA approved design data and airworthiness. <b>NOTE:</b> In case of parts to be exported, the special requirements of the importing country have been met.				19. Return to Service in Accordance with FAR 43.9  Certifies that the work specified in block 13 (or attached) above was carried out in accordance with FAA airworthiness regulations and in respect to the work performed the part(s) is (are) approved for return to service.			
15. Signature		16. FAA Authorization No.		20. Authorized Signature: 		21. Certificate Number: K05R995M	
17. Name (Typed or Printed):		18. Date:		22. Name (Typed or Printed): Russell J. Krautkremer		23. Date: 11/18/97	

FAA Form 8130-3 (11-93)

\* [Optional] Installer must cross check eligibility with applicable technical data.

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
9-13-98					<p>TACH READS 1097HP, II, Adjusted Propeller tension on Rudder cables - Tightened Flag Control Handle, Re Ripped Cowling FIRE DOORS, Installed all new 66-20024 Buck Linings both main, Rebuilt Base strut and serviced properly. R/C/W AD 87-20-03R Inspection of Seat tracks &amp; Rails OK due every annual. Complied with ACS SB92-01 Service Bulletin. Installed Starter solenoid Surge Suppressor. Dode and Ignition Switch Parts Kit A-3650-2. Switch needs to be Re lubricated every 200 hrs. R/C/W AD 91.207 (d) Function test of Radio System. Replaced Battery due Aug 98. Packade every 12 months. I certify that this aircraft has been inspected in accordance with an ANNUAL INSPECTION and was determined to be in airworthy condition. <i>Daniel J. Krautkremer</i> DP 3294014298R</p>

## MEMORANDA

Date	
AD 76-21-6	Loss of ENG oil N/A by cooler serial #
AD 77-12-08	External Power Plug checked OK
75-08-09 <sup>8-18-77</sup>	Oil Pump Failure N/A serial #
76-14-08 (7-22-76)	Trim Tab Actuator N/A Serial #
76-07-12R (8-19-77)	Bendix Switch OK due every 100 HRS 12-1-80 294 HRS
77-17-09 (8-26-77)	Prop Hub cracks N/A Part Number
78-09-07X (7-03-79)	Mag impulse Coupling due by 1000 HR TT.
79-10-14 (4-25-79)	Fuel Tank Venting N/A S/N
79-08-03 (4-09-79)	Fuel System Failure N/A S/N
79-12-07 (6-12-79)	Loose Distributor blanks N/A S/N
77-12-08 (6-27-77)	External Fuel Power N/A S/N
81-18-04 <sup>82</sup> (8-7-81)	Failure of Eng. oil Pump N/A
77-17-09 (8-26-77)	Prop Hub cracks N/A Part No.
78-18-04 (9-9-78)	Magneto/ignition Modification Bendix Coil Security, R.F. 4N 10-382639 installed C/W Bendix cover Seal, R.F. 10-662007
79-18-06R (10-31-79)	Ignition loss Housing inspected OK
80-17-17 (8-21-80)	Loss of ignition P/Chw
82-11-05 (6-9-82)	Eng Power loss & Eng Damage inspection - OK
82-20-01 (9-19-82)	Impulse Couplings N/A

N 18523

**AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD**  
 Aircraft, Engine, Propeller, or Appliance/Comp. Make Cessna Model 177B Ser. No. 17702541

177 Series

AD Number	AD Date	Subject	Date and Hours of Compliance	Method of Compliance	ONE-TIME RECURRING	Next Comp. Due Date/Hours	Authorized Signatures and Number
70-24-04	12/8/70	Fuel Shut off Valve		N/A Serial			
71-01-03	1/5/71	Checks Stabilizer		N/A Serial			
79-08-03	6/6/79	Elec. System Failure		N/A Serial			
79-10-14	6/6/79	Fuel Tank Venting		N/A Serial			
72-03-0383	10/15/74	Flaps		N/A Serial			
76-04-03	2/26/76	ARC PASPORT Actuators		N/A Part			
76-14-08	7/22/76	Trim Tab Actuator		N/A Serial			
76-21-06	10/26/76	oil Cooler		N/A Part #			
77-12-08	6/27/77	External Elec		P/C/W inspection	✓		
86-19-11	10/4/86	Contaminated Fuel		C/W installed list to Panel	✓		
86-24-07	1/7/87	Eng. Controls		C/W installed <sup>Costly P.C. Nuts</sup> Pins & Cutts	✓		
86-26-04	1/6/87	Pilot/CoPilot Struck. Shuts		N/A Serial NO			Donald Jones
87-20-03	10/23/87	Seat Tracks	1-88 644 hrs	N/A at this time	✓	1000 HR	AGP 3224014295
76-07-12R	12/1/80	Bendix Ignition Switch	1-88 644 HRs	Function test OK	✓	744 HR	
76-07-12R	12/1/80	Bendix Switch	1-91 768 HRs	Test OK	✓	862 HR	D Jones
78-09-0783	1-17-83	Bendix impulse Coupling	New MAC 4-28-83	Factory MAG OK	✓	929 HR	D Jones
91-15-04	8-77-91	McClellan BRides Sags		N/A - Part no.	✓		122P
76-07-12	8-30-77	Bendix Switch	838 HRs	Function Test OK	✓	938 HRs	3254014295
87-20-0382		SEAT TRACKS	3/27/97 994.0	INSPECTION	✓	1094.0	Steph J. G...
78-09-07		BENDIX IMP. COUPLING	3/27/97 994.0	BY INSPECTION	✓	1094.0	AGP 3234054202
76-07-12		BENDIX IGN. SWITCH	3/27/97 994.0	FUNCTION TEST	✓	1094.0	" "

RADIO RANCH, INC.



Radio Ranch Airport  
Polo, IL. 61064  
815-946-2371

FAA Approved R.S. 3763

SCALE CORRECTIONS			
Barometer	Altimeter	Hysteresis	Encoder
-1000	+20		
0	+5		
500	+5		
1000	0		
1500	0		
2000	-10		
3000	-10		
4000	0		
6000	-5		
8000	+30		
10000	+45		
12000	+60		

SCALE CORRECTIONS			
Barometer	Altimeter	Hysteresis	Encoder
14000	+70		
16000	+60		
18000	+100		
20000	+100		
22000			
25000			
30000			
35000			

Model United 5934P-1  
Serial No. H1070

Date 5-20-87 Tested By Ronald R. Hammons