

ARTEX AIRCRAFT SUPPLIES, INC.
10714 S. Townsend Rd. Canby, OR 97013
(503) 266-3959 800-547-8901

LOG BOOK ENTRY _____
E.L.T. BATTERY REPLACEMENT DATE June 96

ARTEX AIRCRAFT SUPPLIES, INC.
24368 S. Skylane Dr Canby, OR 97013
(503) 266-3959 800-547-8901

LOG BOOK ENTRY _____
E.L.T. BATTERY REPLACEMENT DATE 12/2/89

ARTEX AIRCRAFT SUPPLIES, INC.
24368 S. Skylane Dr Canby, OR 97013
(503) 266-3959 800-547-8901

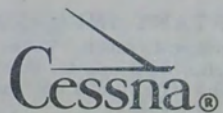
LOG BOOK ENTRY 4/11/94
E.L.T. BATTERY REPLACEMENT DATE 3/1/92

**Cessna**®



AIRCRAFT LOG AND MAINTENANCE RECORD

N 19519 SERIAL NO. 17702575



AIRCRAFT LOG
AND MAINTENANCE RECORD

Record of Cessna 177B 17702575 N19519
Make Model Serial Certificate

With Engine Lycoming O-360-A1F6D L-22473-36A
Make Model Serial

From _____ 19____ to _____ 19____

Detailing Time From _____ Hours To _____ Hours

Owner _____

Address _____

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
10-15	Det	Local	test	21	21		Jerry L. [Signature]
Oct 28	ICT	IG5	Ferry Flight	64	85		Michael Cherry
10-21-77	IGF-TOL-YIP			10	125		A. Bloomer
10-24-77	YIP-TOL-ADW-TOL-GRK-NOW-DET		X-C	57	179		A. Bloomer
10-25-77	YIP-GRS-MGW-PMY-YIP		X-C	12	191		M. Blomsted
10-26-77	YIP-TOL-YIP		X-C	16	207		A. Bloomer
11-3-77	YIP-NIL-TOL-CMH-YIP		X-C		257		A. Bloomer
11-22-77	YIP	Local	Demo	5	262		Wolvening
12-3	YIP	CMH	+ - C	15	277		D Slack
12-18			update		321		
12-19	FRO-AZO-FDY-FRO		+ - C	22	343		D Slack
12-20	FRO-CMH		X-C	10	353		D Slack
12-21	CMH-FRO		X-C	9	362		D Slack
			update				
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE					43	1	

DATE 10/15

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
Dec 15 1977	Tach = 29.2 Hours		Total Time - 100 Hours Completed - AD Notes listed in rear of this log - AD 77-17-07 - Bendix Mag - Check Engine log - Replaced Left Fuel Gauge & Manifold Pressure Gauge - & Turn Coordinator - ELT Battery due Aug 1981				ANNUAL inspection
<p>I certify that this Aircraft/Engine has been inspected in accordance with a(n) ANNUAL inspection and was determined to be in an airworthy condition. Details are on file at E. C. Aviation Services - Port Columbus Ohio Repair Station #1263 under work order # 7535</p> <p>Signed: <i>[Signature]</i></p>							
30 DEC 77	TACH READ, NG SHORT. WO # 1757		37.4 HRS.				REPAIRED ALTERNATOR WIRE
						SIGNED <i>[Signature]</i> FOR	
				HILLSDALE AERO, INC. BOX 238 - HILLSDALE, MICHIGAN 49242 FAA APPROVED REPAIR STATION 305-3			

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 78								
Feb 3	cmh	cmh - YMG - cmh X-c		2	5	45	6	<i>M. Stanley</i>
Feb 8	cmh - cle	YMG - cmh	Trans	3	3	48	9	<i>D. Stanley</i>
2-21-78	cmh		Demo			50	00	
2-21-78	cmh	ZNE - cmh	+ - 0	1	1	51	1	<i>D. Stanley</i>
2-28-78	cmh - pco	cle - cmh	Trans	2	9	54	0	<i>M. Stanley</i>
2 Mar	cmh - pco	YMG - cle - cmh	Trans	3	4	57	4	<i>M. Stanley</i>
3/9/78	cmh	BRR	+ - c	2	7	59	5	<i>D. Stanley</i>
3/10/78	BRR	HUM - LDM - TUC - BRR X-c		1	8	61	9	<i>D. Stanley</i>
3/12/78	BRR	cmh	+ - c	1	1	62	3	<i>D. Stanley</i>
3/12/78	cmh	LDM	+ - c	1	6	63	9	<i>D. Stanley</i>

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__	
			19 <u>78</u>	<p style="text-align: center;">Tach 113</p> <p>Complied with Cessna bulletin SE78-23 by installing new nuts on flap system. Stephen C. Coats AIP 1596091</p>
			19 <u>79</u>	<p>Date 7/9/79</p> <p>Tach 156.7</p> <p>repaired fire damaged structure see att. 3/37 replaced all burned wiring replaced vacuum pumps removed & reinstalled prop removed & reinstalled eng cleaned & repaired eng baffles cowl repaired & repainted eng coupling replaced throttle control pump control & mixture control removed & reinstalled udder pedals removed interior & reinstalled removed fwd floor board & belly skin cont. next page</p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
7/9/79	(cont)		removed center & out board fuel shingles replaced choke parts w/ factory new parts. lubed & mag acct replaced landing & taxi lights C/W AD 76-07-12 Bendix mag sw met due 25.7 hrs C/W AD 79-05-02 Lithium 30LFR Diox ID% BATT ELT REMOVED SHARK 7 SR# C/W AP 78-09-07 2000 SERIES MAG C/W DIST BLOCK REPLACED				Robert C. House A&P 518324611
<p>I CERTIFY THAT THIS <u>craft</u></p> <p>HAS BEEN INSPECTED IN ACCORDANCE WITH</p> <p>A <u>100 hr</u> INSPECTION AND HAS BEEN</p> <p>FOUND TO BE IN AN AIRWORTHY CONDITION</p> <p>THIS DATE <u>7/9/79</u> TACH <u>156.7</u></p> <p><u>Robert C. House</u> AP# <u>518324611</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	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				
					<p>Date <u>6-10-79</u> Aircraft Total Time <u>156.7</u></p> <p>I certify that this <u>aircraft</u> has been inspected in accordance with <u>an annual</u> inspection and was determined to be in airworthy condition.</p> <p style="text-align: right;"><u>Michael D. Andreas</u> AIP 2060374 <u>FA</u> MICHAEL D. ANDREAS</p>
<u>2/26/80</u>					<p><u>TACH 2223 MANIFOLD PRESSURE GAUGE REPLACED WITH SECURABLE UNIT, AODS METER WIRING CORRECTED, LANDING LIGHT WIRING CORRECTED, FLAPS RE-RIGGED TO SPECS. CABIN OVERHEAD LIGHT REPAIRED AND RADIO PANEL COVER INSTALLED.</u></p> <p style="text-align: center;">MAINTENANCE RELEASE</p> <p>The aircraft and/or component identified on reverse side was repaired and inspected in accordance with current Civil Air Regulations and was found airworthy for return to service. Pertinent details of the repair order are on file at this agency under work order No. <u>3058</u> Date <u>2/26/80</u>.</p> <p>Signed <u>Michael D. Andreas</u> Repair Station No. 209-18 Overton Aircraft, Stafford Field Weatherford, Oklahoma 73096</p>

AIRCRAFT LOG

REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Servicing and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG". ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

VOR Receiver operation checked in accordance with FAR 91.25				DATE
Date	Bearing error	Place	Signature	
VOR 1	VOR 2			19__
				1984
				1985

Feb 17, 1984 Tack + Total 570.6
 Replaced E.L.T. Battery Pack with Nava 10, oper. check out on E.L.T. manual.
 Battery replacement due again in Nov 1985
 Mike Dehmer AIP 442609504

Jan 19, 1985 Tack + Total 719.9 hrs
 This date Perform annual Insp J/A/W Cessna Service Manual, remove all Insp Plates on Wing's Fuselage, + Tail. Lub + Insp Pullies cables + turnbuckles on Wing's, Fuselage + tail, Insp + lub. all movable control surfaces, check operation of Pilot seat found ok, check up of stall warning device found ok, fuel Planchol for Rt wing tack found ok this date, also on order, clean + Insp fuel pump screws, Insp + lub flap jack screw, A.D. 72-3-3 R3 on flaps NA to serial no, lub + Insp. controls in Cabin, service brakes with MIL-H-5606 oil, removed fuse cord, for repairs see cont. tag this page, Insp central + regulator filters, clean, service battery + battery box as needed, Insp + clean all wheel bearings + repack, rotate brake main tires, Insp + replace brake lining on Rt main in side with M° Crew A 47Z lining, service nose also stout J/A/W Cessna Service Manual, clean, Insp, + dress Prop Blades + Paint, repair Pilots side opening windows, replace Induction air filter for C/W A.D. 84-26-2 This A.D. due again @ 1299.9 Tack hrs C/W A.D. 76-7-12 on Bendix; Eng Switch found ok, due again @ 819.9 hrs } cont next Page }

AIRCRAFT MAINTENANCE, INC.
 OKLAHOMA CITY
 NO. 2198
 P.O. No. 12711

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place Signature		
Feb 13, 1985			19	<p>Jack 729.3 hols 484.4 hrs.</p> <p>This date remove Shimmy dampener for replacement of the following parts: (1) 6227-19 "O" ring (2) 6227-9 "O" rings, removed with MIL-H-5606 hyd. oil, installed on A/c + checked for leaks found ok. Shimmy dampener parts replaced + servicing Prefund 3/A/W Cessna Serv. Manual, Section "2-1" Para 2-27 (A) thru (E), Next servicing due @ 779.3 Jack hrs + at 50 hrs intervals.</p> <p style="text-align: right;">Mike Darlain ACP 442609504</p>
Nov 8, 1985				<p>Jack + total 793.4 hrs Hols 555.9 hrs</p> <p>This date Prefund annual Insp 3/A/W Cessna Serv. Manual, removed Insp plates, fairings on wings, fuselage + tail section Insp + Lubed Pullies, cables + hushbush, Insp + Lubed all movable control surfaces, on wings + tail, Insp + Lubed controls in cabin Insp vacuum reg filter + central filter, Insp operation of all Navg lights, + Pitot heat + stall warning found normal, last static system check in Aug 1976, last transponder check in Oct 1976, cleaned, Insp + Lubed flap Jack screws + flap rollers, serviced Battery + check drain was ok, Insp all Probe lining, dishes, wheel bearings Pres. found in Jan 1985 with 79.5 hrs see Note 9 In Cessna Sw. Manual on lubing wheel bearings, replaced both main lines with McCreary 600 x 6 x 6 ply lines this date, cleaned + Insp ldg. gear legs found ok this Jack time, Test + Insp operation of E.I.T found ok, Battery due replaced in Nov, 1985 Navs 10, C/W Bendix A.D. 76-7-12 "Eng. Sw. Check" found ok, this A.D. Next due at 893.4 hrs @ 100.0 hrs thereafter, elect. time coordinator rebuilt in Jan. 1985 with 73.5 hrs T.S.S., other misc. Hols of Preservative maint. Prefund. A/c grd. run operational check out on systems found normal at this Jack time. E Cont Next Page } Last A.D. 85-21.</p>

SCALE CORRECTIONS:

Date	Bear VOR	Altimeter Reads	ADD Algebraically	
			Room °C Temp.	Low °C Temp.
		-1000	0	
		0	0	
11-12-8		500	0	
		1000	0	
		1500	0	
		2000	+10	
11-12-		3000	+10	
		4000	+25	
		6000	+10	
		8000	0	
		10000	-10	

TESTED BY: *BCYM*

ALTIMETER NO. *H 3004*

Altimeter Reads	ADD Algebraically	
	Room °C Temp.	Low °C Temp.
12000	-40	
14000	-10	
16000	-10	
18000	-20	
20000	-20	
25000		
30000		
35000		
40000		
45000		
50000		

AT: *ABI* DATE: *10-19-85*

REMARKS

periodic inspections - Rigging Changes - Alterations - Repairs - Service Letters - out of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." mechanic, and his rating and certificate number must be shown.

NESS INCORPORATED of ST. LOUIS
PROVED REPAIR STA 3735
ALTON, ILLINOIS 62024

rel & Fresh
take and altimeter system
58-1 - Jumps on both static
seals in alternate static

at the altimeter and encoder tests required by FAR Part
 have been performed.

The encoder was tested to 20,000 feet.
 The altimeter was tested to 20,000 feet.

Date: *11-14-85*
 Signature: *Eric D. Huel* W.O. No. *2700*

AIRBUSINESS INCORPORATED of ST. LOUIS
Approved Repair Station 3735
18 Terminal Drive
East Alton, Illinois 62024

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 and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE". ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

Date	Bearing error	Place	Signature
	VOR 1 VOR 2		

19 ____

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

Tech 844

Pertinent details of the repair are on file at this Repair Station under Work Order # 1385

[Signature] 8/26/86
 (Date)
 Signature of Authorized Representative
 Redbird Airmotive, Inc., Redbird Airport - Lock Box 43,
 Dallas, Texas 75202. Certified Repair Station No. 202-44

Inspector _____
 Mechanic _____
 Model _____ TAG _____
 Remarks _____
 Date 8/26/86

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
1986							
12-12-86	Tach time	852.7	C/W AD 76-07-12		C/W (A, B, AND C) switch DR.		
	Total time	852.7	C/W AD 86-19-11		Appendix put in check list.		
					Lube Aircraft Cable pulleys - Control Hinges - Wheel Bearings -		
					I certify that this Aircraft has been inspected		
					per inspection form and Cessna Service Manual for		
					An ANNUAL inspection and was determined to be		
					in Airworthy condition at this date. See		
					AD List in Log Book.		
					END		
					A/C Ham		
					JA 230302523		
8/7/87	Tach Time	866.2	C/W AD 86-24-07		By installing		
					a drilled bolt and castled nut		
					Stephen Kamenack ATP #5450883		

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.

Bearing error Place Signature

19 ___

VOR 1 VOR 2

Each Time 875.3
Total Time 875.3

clw AD 76-07-12 clw A, B and C Switch OK
inspected Seat Rails, Rollers and Locks. OK
AD 87-20-03 Due at 1600 hrs.
Lube Aircraft - Replace pads on Cowling Locks
inspect Air Filter and Screen - Charge Battery
this Aircraft has been inspected perCESSNA
MAINT MANUAL and inspection Form.
See AD List in Log book - I Certify
that this Aircraft has been inspected
in accordance with a ANNUAL inspection
and was determined to be in Airworthy
condition at this date. HC Harw
END. JA 230302523

100 100

AIRCRAFT LOG

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.
Date	Bearing error	Place	Signature	
	VOR 1	VOR 2		19__

5/30/89 Tach Time 977.5

I CERTIFY THAT THE ALTIMETER TEST AND STATIC SYSTEM TEST AND THE INTEGRATION TESTS REQUIRED BY FAR PART 91.171 HAVE BEEN PERFORMED. THE ALTIMETER WAS TESTED TO 29,000 FT. ON 5/30/89 DATE
 SIGNATURE Russell G. Hluburn
 CERTIFICATE NO. VKFR 396K

THIS IS TO CERTIFY THAT TRANSPONDER(S)
 #1 MFG Cessna MODEL RT 359A S/N 9871
 #2 MFG MODEL S/N
 HAVE (HAS) BEEN TESTED AND INSPECTED AND FOUND IN COMPLIANCE WITH THE REQUIREMENTS OF FAR 91.172
 SIGNED Russell G. Hluburn
 AERO INSTRUMENTS, INC. 5/30/89
 E.F.A. REPAIR STATION NO. VK FR376K

7-12-89 TACH 920 Examined original equipment list and aircraft records this date. No supplementary equipment list found. original Nav/com units replaced with a MX 300 in number 1 position and a Cessna 328T in number 2 position at a prior unknown date. No change in weight and balance required. Installed an Apollo 618 Loran this date. Change in weight and balance recorded on equipment list. Useful load reduced from 863.7 to 860 Pounds. Installed using MFG's installation manual. Proper circuit protection used. Boyd Roberts
 A+P 1980389

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
89 7-26-85	TACH	922.8	Installed Edo Aero Attitude Gyro SN 54646F D/H by Aero Instruments w/ 7530 See Yellow tag in Log book END				McHorn AEP 230302523
			installed new filter in vacuum system McHorn				AEP 230302523

SERVICEABLE PART

Manufacturer Edo - Aero
 Component name Attitude Gyro
 Part # 23-501-017 Serial # 54646F

Work performed:
 Overhauled

Repaired
 Benchcheck

Aero Instruments, Inc.
 7615 Lemmon Ave. - Hgr. L
 Dallas, Texas 75209
 FAA Repair Station VKFR376K



7/26/85
 922.8

AIRCRAFT LOG

WOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
19	VOR 1	VOR 2	19		
3/23/90				979.5	Wash down Cowling Lube Aircraft - Service Battery - Service Brake System - Clean, inspect And Lube All wheel Bearings - C/w AD 74-07-12 C/w A-B and C of Bendix MAG Switch - C/w AD 87-20-03 39-5729 inspect Seat Rails, Roller And Locks - Aircraft inspected per Cessna Service Manual upon inspection of Aircraft, A LORAN Apollo Model 618 TCA s/n 54154 had been installed in Aircraft (see Log book entry dated 7-12-89 - NO FAA 337 WAS MADE. Inspect the installation AND MAKE A 337 - the weight AND balance WAS corrected on 7-12-89 Tach 970.0 Aircraft inspected per Cessna Service Manual AND inspection (Cont. next page)

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
	<p>Form - See AD List in log books. I certify that this Aircraft has been inspected in accordance with a Annual inspection and was determined to be in <u>Airworthy</u> condition at this date. END H.C. Horn</p>						
3/23/91	Tach 1054.5		Total time = 1054.5				JA 230302523
	<p>Wash down cowlings C/w AD 76-07-02 39-324 Bendix Mag Switch C/w A, B, and C C/w AD 87-20-03 39-6669 seat Rail, Rollers, pins and locks see AD list in log books - Luke Aircraft - inspect Aircraft per Cessna Service Manual - I certify that this Aircraft has been inspected in accordance with a Annual inspection and was determined to be in Airworthy condition at this date - H.C. Horn END JA 230302523</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 VOR 1 VOR 2	Place	Signature	19 ____
<p style="margin: 0;">THIS IS TO CERTIFY THAT THE ALTIMETER AND STATIC SYSTEMS TESTS REQUIRED BY F.A.R. PART 91.411 HAVE BEEN COMPLIED WITH.</p> <p style="margin: 0;">#1 ALTIMETER MFG. <u>United</u> P/N <u>5934P-1</u></p> <p style="margin: 0;">S/N <u>M 3004</u> TESTED TO <u>20K</u> FT.</p> <p style="margin: 0;">#2 ALTIMETER MFG. _____ P/N _____</p> <p style="margin: 0;">S/N _____ TESTED TO _____ FT.</p> <p style="margin: 0;">DATE <u>6/3/91</u> CERTIFICATE NO. <u>TUIR520K</u></p> <p style="margin: 0;">SIGNED <u>D. Novick</u> W.O. NO. <u>0871</u></p> <p style="margin: 0;">ARROW AVIONICS - CRS <u>TUIR520K</u></p> <p style="margin: 0;">7515 LEMMON AVE., HGR. "L" DALLAS LOVE FIELD 75209</p>				<p style="margin: 0;">THIS IS TO CERTIFY THAT TRANSPONDER(S)</p> <p style="margin: 0;">#1 MFG. <u>AAC</u> MODEL <u>359A</u> S/N <u>9871</u></p> <p style="margin: 0;">#2 MFG. _____ MODEL _____ S/N _____</p> <p style="margin: 0;">HAVE (HAS) BEEN TESTED AND INSPECTED AND FOUND IN COMPLIANCE WITH THE REQUIREMENTS OF FAR 91.413</p> <p style="margin: 0;">SIGNED <u>D. Novick</u></p> <p style="margin: 0;">ARROW AVIONICS <u>6/3/91</u></p> <p style="margin: 0;">F.F.A. REPAIR STATION NO. <u>TUIR520K</u></p> <p style="margin: 0;">Performed ATTITUDE reporting</p> <p style="margin: 0;">ck. To 20k'</p> <p style="margin: 0;">Performed PITOT STATIC leak</p> <p style="margin: 0;">ck. FAW FAR 23.1325</p> <p style="margin: 0; text-align: right;">D. Novick</p> <p style="margin: 0; text-align: right;">CRS TUIR520K</p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
9/90							
3/31/91	Tach Time 1054.5	Total 1054.5	Install New Aeroquip Flexible Fuel Hose p/n 40100-3-0072 From Fuel pump to carb. Run engine, check sea levers.				K/O Horn A99730302523
			END				
4/4/92	Tach Time 1145.2	total Time 1145.2	Wash down cowlings - Lube Aircraft - C/w AD 76-07-12 39-2074 Bendix mag Switch A, B AND C C/w AD 87-20-03 39-6469 Seat Rails, Roller, pins and locks - Install New Evt Battery Artex Ind 00-10-009 Good until 3/94 - See AD List in Log books - I certify that this Aircraft has been inspected in accordance with a Annual inspection and was determined to be in Airworthy condition at this date.				K/O Horn A99730302523
			END				

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

AIRCRAFT LOG

FOR Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
Date	Bearing error FOR 1 FOR 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.
12/92				Tach time 1145.2 Total time 1145.2 Replace nose wheel bearings in nose wheel. Clean, inspect and lube wheel bearings. END A#P250302523

TACH: 1147.1
 DATE: 5/23/92 REGISTRATION: N19519
 MAKE: CESSNA MODEL: 177B S/N: 17702575
 TACH. (H.M.) 80.4 POSITION: 1 / 2
 Dynamically balanced Prop. per F.A.A. approved
 procedures in "CHADWICK - HELMUTH" publication # AW-9511-2
 entitled, "THE SMOOTH PROPELLER". Final amplitude in "IPS"
 (inches per second) .02. Amount of weight added
 in grams 18.2 @ 247°. Grd. run opps. check OK.
 A&P 318542176 *Scott V. Goodley*
 ----- Scott V. Goodley -----

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
12/12/92	TACH TAMS 1171.9 TT	1171.9	REPLACED BATTERY -				SILL G35A
4-17-93	TACK TIME 1203.1		END				McHorn A # PL30302523
	TOTAL TIME 1203.1						
	WASH DOWN COWLINGS - LUBE AIRCRAFT - CLEAN, INSPECT AND LUBE MAIN WHEEL BEARINGS - INSPECT ALL CONTROLS -						
	C/W AD 76-07-12 39-3024 INSPECT BEND IN MAG SWITCH.						
	C/W AD 87-20-03 R1 INSPECT SEAT RAILS, ROLLERS, PINS & LOCKS -						
	REPLACE / DRAKE LINING ON LEFT WHEEL - DRAIN FUEL SUMPS.						
	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION AT THIS DATE - SEE AD LIST IN LOG BOOKS -						
			END				McHorn JA 230302523

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		
6/14/93		Hobbs 150.7		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.
					C.W. FAR 91.411 Part 43, App. E. AIT. S/N H3004, Model 20K.
					C.W. FAR 91.413 Part 43, App. F. XAD. S/N 1114, P/N 41420-1114.
					C.W. PITOT static leak ck IAW FAR 23.1325. AIT. Reporting ck.
					Satisfactory. Ref. W.D. 306070, Martin Aire Maint.
					W. Hamilton CRS 6PMR 414E.
5/5/94		Tach time 1264.8			total time 1264.8 = wash down cowlings -
					inspect, Clean and lube main wheel bearings - install both main wheel
					tires with McCreary Airhawk 600 to -copy- install A-3650-2 ACS
					ignition switch service kit per ACS Service Bulletin SB92-01 And AD
					93-05-06 39-8511 - Lube Aircraft - inspect All Controls, Cables, pulleys and hinges -
					Service battery - inspect Seat Rails, Rollers, pins and locks - Drain All Sumps -
					install New Elt battery - (date June 1994) See AD list in Log books -
					I certify that this aircraft has been inspected per Cessna
					Service Manual and in accordance with a Annual inspection
					and was determined to be in Airworthy condition on
					this date ————— END —————
					EJC Haru
					IA 230302523 AEP

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
# 95 5/7/95	tech time	1349.4	total time	1349.4			
Wash down Cowling - Lube Aircraft - inspect All Controls, Cables, Pulleys and Hinges - inspect All Wiring - Clean and Service battery - Clean, inspect and lube All wheel bearings - inspect Vert Stab bulkhead - inspect seat Rails, Rollers, locks and pins AD 87-20-03R1 See AD List in Log books - Replace Rt & Lt Fuel tank Drains Repair lower Cowling bumper pad with Shims -							
I certify that this Aircraft has been inspected in accordance with a Annual inspection and was determined to be in Airworthy Condition at this date - KIC Horn IA 230302523 H & P ———— END ————							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

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.

Date	Bearing error	Place	Signature
96	VOR 1	VOR 2	

19 ____

2-15-96

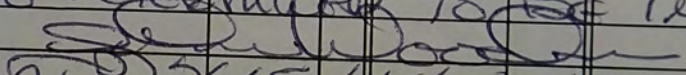
1397.0 Tach Time

I certify that the altimeter system, altitude reporting, and ATC transponder equipment tests and inspections required by FAR 91.411 and FAR 91.413 have been performed and found to comply with FAR 43, Appendix E and F. The altimeter was tested to 20,000 ft on 2-15-96. The static system, transponder, and encoder were tested on 2-15-96. Installed BF Goodrich Flight Systems WX-900 Stormscope in accordance with the manufacturer's Installation Manual and AC 43.13-2A chapters 1 and 2. See FAA form ~~and~~ 337 and Weight & Balance Change Sheet this date. Removed 500F-6 Horizon Gyro and installed overhauled unit from Aircraft Instrument Support W.O. # 601024 1-12-96. Replaced G-300A Rate Gyro and installed overhauled unit from Aircraft Instrument Support Services W.O. # 601058 1-26-96.

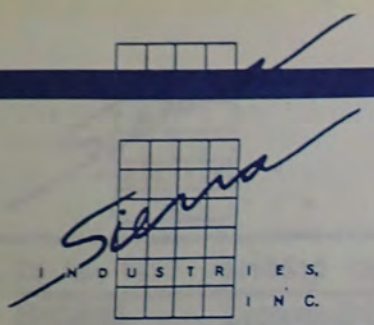
Signed [Signature] Cert. # 2359188

Brown Aircraft Radio CG2R741K

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
6/17/96	TACH	1439.2	TTSN	1439.2	ANNUAL INSPECTION COMPLETED THIS DATE - ALL NORMAL SERVICES CARRIED OUT AS PER CESSNA SERVICE MANUAL AND IN ADDITION -		
					- OPENED 1/4 FUEL TANK WENT - 2 - REPLACED 2 COOL MOUNTS - 3 - REPLACED VAC SYSTEM FOAM FILTER		
					4 - REPLACED ELT BATTERY - 5 - INSTALLED SK 177-390 (FUEL FULCR CAPS) SK 177-52 - 1/4 FUEL GAGE AND SENSOR		
					SK 177-53 1/4 FUEL GAGE AND SENSOR - SK 177-54 - OIL TEMP GAGE - SK 177-55 - OIL PRESS GAGE AND SK 177-56		
					CHT GAGE - SEAT TRACKS ARE WORN NEAR LIMITS - (A.O 87-20-03) CHECKED WGN SWITCH - CHECKED A.D.'S THROUGH COCKPIT -		
					I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND HAS BEEN DETERMINED TO BE IN AN AIRWORTHY CONDITION		
					 A+P 56154/14131A		

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



LEADERS IN

**LEADERS IN
PERFORMANCE,
SAFETY AND
TECHNOLOGY**

Garner Municipal Airport
P.O. Box 5184

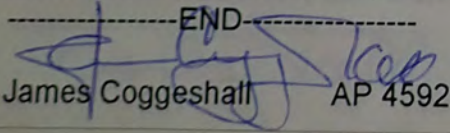
Garner Municipal Airport
P.O. Box 5184
Uvalde, Texas 78802-5184
TEL 210-278-4381
FAX 210-278-7649

08 July 1997 N19519 Cessna 177B, serial 17702575 Hobbs: 573.2; Tach: 1613.2

Performed Annual inspection in accordance with Cessna 177 Service Manual section 2. Removed all access plates to facilitate inspection. Checked all flight controls for security and freedom of travel. Checked and adjusted rigging on flight controls. Replaced MLG brake disc assemblies with new p/n B30440. Replaced mixture control cable assembly with new unit p/n S-1234-5. ELT battery date expires July 1998. ELT transmitter tested i.a.w. FAR 91.205 (d) and found satisfactory. Checked ADs through issue 97-14M (07/07/97) and complied with the following:
AD 87-20-03 Seat track locks Found satisfactory. Next due + 1 year.
AD 97-01-13 Fluid carrying hoses Braided sheath hoses found installed No further action required.
I certify that this airframe has been inspected in accordance with an Annual inspection and was determined to be in an airworthy condition.

Ref: Sierra Industries, Inc., work order # 8385/3548.

-----END-----


James Coggeshall

AP 459214761 IA

for Sierra Industries Inc., CRS #SI6R285J

ALTIMETER SCALE ERROR					
FDC NO. 5934P-1			SERIAL NO. N3004		
ALTIMETER PRESSURE					
TEST PT (FT)	INDICATOR READINGS AT + 25°C	TEST PT (FT)	INDICATOR READINGS AT + 25°C	TEST PT (FT)	INDICATOR READINGS AT + 25°C
-1000	0	8,000	0	30,000	/
0	0	10,000	0	35,000	
500	+10	12,000	+5	40,000	
1000	0	14,000	0	45,000	
1500	-5	16,000	0	50,000	
2000	-5	18,000	-30	55,000	
3000	-5	20,000	-60	60,000	
4000	-20	22,000		70,000	
6000	0	25,000		80,000	

Date

3-10-98

Jack Line 1
encoder, a
required 1
the altim
on 3-10-
on 3-10-

altitude
actions
performed.
20,000 feet
re tested

9188

41K

