

Log #1



**AIRCRAFT LOG
AND MAINTENANCE RECORD**

N 2029 Q SERIAL NO. 177R20429



AIRCRAFT LOG AND MAINTENANCE RECORD

Record of Cessna 177RB 177R50429 N2029Q
Make Model Serial Certificate

With Engine Lycoming IO-360-A1B6D L-11304-51A
Make Model Serial

From _____ 19____ to _____ 19____

Detailing Time From _____ Hours To _____ Hours

Owner _____

Address _____

AIRCRAFT LOG

| | | | |
|--|---------------|-------|-----------|
| VOR Receiver operation checked in accordance with FAR 91.25 | | | |
| Date | Bearing error | Place | Signature |
| 73 | VOR 1 VOR 2 | | |

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.

10-09 0° WA Net / KR

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 79295 have been tested and inspected 9-4-73 and found to comply with FAR 91.170 to an altitude of 20 thousand feet. Standard Certificate of Airworthiness dated 10-16-73 was issued by me. *[Signature]* Executive Engineer

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

By *[Signature]*
R. D. Humphries

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|------|---------------------------------------|----|------------------|--------------------|-------------------------------|-------|--------------------|
| | | | | | HOURS | 10THS | |
| 19 | | | | | | | |
| | I HAVE INSPECTED THIS AIRFRAME TAW A | | | | | | |
| | 100 HR. INSPECTION AND FOUND IT TO BE | | | | | | |
| | IN AIRWORTHY CONDITIONS | | | | | | |
| | TACH 100 HRS | | FOR AERO TRENDS | | | | |
| | DATE 4/5/74 | | R. Meyer | | | | |
| | | | A#2226018 | | | | |
| | I have inspected the airframe | | | | | | |
| | in accordance with a 100 hr | | | | | | |
| | inspection and determined it to | | | | | | |
| | be in airworthy condition. | | | | | | |
| | TACH 19204 | | AERO TRENDS INC | | | | |
| | DATE 5-17-74 | | Gary Grantham | | | | |
| | | | A#PT2215726 | | | | |
| | Replaced manifold pres./full | | | | | | |
| | flow indicator with serviceable | | | | | | |
| | unit. Re rigged mixture control. | | | | | | |
| | Performed routine inspection. | | | | | | |
| | | | | | | | Gary Grantham |

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 | 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 | | 19 ____ | |
| | | | | "I certify that this aircraft has been inspected on <u>25 March 1976</u> in accordance with a <u>100 hr</u> inspection and was found to be airworthy." Aircraft time in service: <u>795 hrs</u> Repair Station 402-32. Signature: <u>[Signature]</u> Skyline Maintenance |
| | | | | ① New nose wheel Tire & Tube ② Replaced O rings in RH Fuel cap ③ New ELT battery will be req. June 76 ④ Repaired & corrected Fuel Plumbing in Left Wing root ⑤ Replaced Cabin heater blast tube ⑥ Verified AD Status all PC/Skyline Maintenance |
| | | | | REID HILLVIEW AIRPORT FAA APPROVED REPAIR STATION 402-32 BY: <u>[Signature]</u> HOURMETER <u>795</u> |

AIRCRAFT LOG

| | | | |
|--|--------------------------------|-------|-----------|
| VOR Receiver operation checked in accordance with FAR 91.25 | | | |
| Date | Bearing error VOR 1 VOR 2 | Place | Signature |
| | | | |

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.

I HAVE INSPECTED THE AIRFRAME
 IN ACCORDANCE WITH A LOCAL
 INSPECTION AND FOUND IT TO BE IN AN AIR-
 WORTHY CONDITION.
 TACH REAS 580 DATE 7-2-75
 NAME: *[Signature]*
 LIC. N: *AP463708635*

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|---|-------------|----|----------------------------|--------------------|-------------------------------|-------|--------------------|
| | | | | | HOURS | 10THS | |
| 19 2/21/75 | Tach-485.5 | | Replaced left stroke light | | | | |
| <p>I certify this <u>Airframe</u> has been inspected in accordance with <u>100HR</u> inspection and was determined to be in an airworthy condition <u>Dave Hosoda</u> AIP <u>5498644/4</u></p> | | | | | | | |
| <div style="border: 2px solid black; padding: 10px; width: fit-content; margin: auto;"> <p>I HAVE INSPECTED THIS <u>AIRCRAFT</u> IN ACCORDANCE WITH A <u>50 HR.</u> INSPECTION AND FOUND IT TO BE IN AN AIR- WORTHY CONDITION. TACH READS <u>534.6</u> DATE <u>5-5-75</u> NAME: <u>George T. Hall</u> LIC. N: <u>AIP 2232941</u></p> </div> | | | | | | | |
| <p style="text-align: center;">CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</p> | | | | | | | |

AIRCRAFT LOG

| | | | |
|---|---------------|-------|-----------|
| VOR Receiver operation checked in accordance with FAR 91.25 | | | |
| Date | Bearing error | Place | Signature |
| | VOR 1 VOR 2 | | |

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.

"I certify that this aircraft has been inspected on 15 October 1976 in accordance with an Annual inspection and was found to be airworthy." Aircraft time in service: 1004.4 Repair Station 402-32.
Signature: [Signature] Skyline Maintenance

- Service Items:
All Applicable AD's Previously Complied with
- ① ELT Battery expires 6-79 (ELT weight 2.3 lbs)
 - ② Nose gear indicator system modified by installation of SK177-31 reliability tests are satisfactory
 - ③ Landing gear warning throttle switch repaired, rigged & tested
 - ④ New RH brake linings

Skyline Maintenance
REID HILLVIEW AIRPORT
FAA APPROVED REPAIR STATION 402-32
BY [Signature]
HOURMETER 1004.4

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|---|-------------|----|------------------|--------------------|-------------------------------|-------|--------------------|
| | | | | | HOURS | 10THS | |
| 19 | | | | | | | |
| "I certify that this aircraft has been inspected on <u>22 July 1976</u> | | | | | | | |
| in accordance with a <u>100 hr</u> inspection | | | | | | | |
| and was found to be airworthy." Aircraft time in service: | | | | | | | |
| <u>89704</u> Repair Station 402-32. | | | | | | | |
| Signature: <u>[Signature]</u> Skyline Maintenance | | | | | | | |
| All Applicable AD's PC/W | | | | | | | |
| Service Items | | | | | | | |
| ① New RH Main Tire | | | | | | | |
| ② Left Main Tire reversed to even wear | | | | | | | |
| ③ New Cabin door Lock Assy installed | | | | | | | |
| Skyline Maintenance | | | | | | | |
| REID HILLVIEW AIRPORT | | | | | | | |
| FAA APPROVED REPAIR STATION 402-32 | | | | | | | |
| BY <u>[Signature]</u> | | | | | | | |
| HOURMETER <u>89704</u> | | | | | | | |

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 5-14-76 | Tach | 820 hrs | Factory New Motor Assembly installed on Hydraulic Power Pack - Landing gear System Function Tests Satisfactory - Nose gear operation freed up - New Oil & Nitrogen Charge installed & tested. | | | | <i>Ken W. Smith</i> Skyline Maintenance FAA APPROVED REPAIR STATION 402-32 REID HILLVIEW AIRPORT, 2575 Robert Fowler Way, San Jose, CA 95122 |
| 7/6/76 | TACH | 874 HRS | BATTERY PACK INSTALLED THIS DATE PN 00-04-006 EX DATE 6/79 | | | | |

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

AIRCRAFT LOG

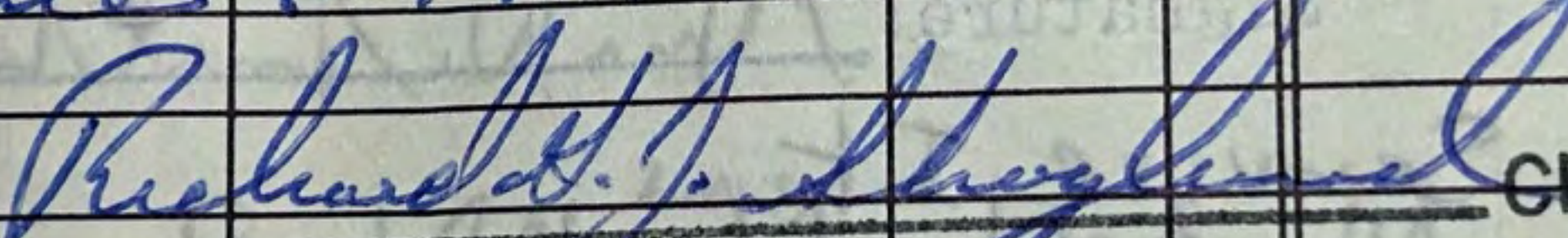
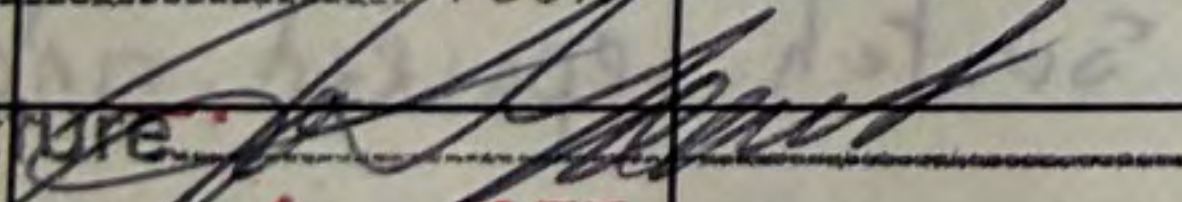
| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|--|-------------|----|------------------|--|-------------------------------|-------|--------------------|
| | | | | | HOURS | 10THS | |
| 19 | | | | | | | |
| This Transponder has been tested with an iER Model 600A Ramp Test Set in accordance with FAR 91.177 and meets the appropriate requirements | | | | Date: <u>5-18-77</u> | | | |
| Model <u>KT-76</u> Date <u>4-25-77</u> | | | | Tach Time: <u>1164/4</u> | | | |
| by <u>Richard J. Hoglund</u> Ch. Insp. FAA Repair Station #4411 California Air Radio Cable Airport, Upland, California 91786 | | | | I certify that this <u>aircraft</u> has been inspected in accordance with a <u>50 hr.</u> inspection and was determined to be in a air worthy condition. | | | |
| | | | | Signature | <u>Mike Lupton</u> | | |
| | | | | Cert. # | <u>APP 21091708A</u> | | |
| | | | | Lubricated airframe. Replaced 2 @ Brake Grease. Adj gear warning horn. 15.0" Hg. | | | |

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

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| 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. |
| 1977 3-4 | F+0 F-2 T+1 T-3 | BRKT 1101.4 Elyria | | | Lubricated entire air frame filled battery w/ H ₂ O. Dressed Propellers. Replaced oil pres. gauge w/ new. Adjusted Vacuum press to 5.1" @ 1700 RPM. E.L.T. Function test OK Batt Due 6-29. All applicable Air- worthiness Directives are listed in Chronological Order in rear of this logbook. Mike Gaffner AEP #105170JA |
| Date: 03-18-77 Tach Time: 111410 I certify that this <u>aircraft</u> has been in- spected in accordance with a <u>100%</u> inspection and was determined to be in a air worthy condition. Signature: <u>Mike Gaffner</u> Cert. #: <u>AEP 2105170JA</u> | | | | | |
| 1977 3-21 | F+0 F-2 | BRKT 1117.2 | | | |
| 1977 4-11 | +0 -3 F-2 F-2 | Elyria BRKT 1135.9 | | | |
| | T-1 T-2 | Elyria | | | |

AIRCRAFT LOG

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|--|-------------|----|--|--|-------------------------------|-------|--------------------|
| | | | | | HOURS | 10THS | |
| 19 77 28 JAN 1977 | | | Installed Mitchell Century I (AK 378) auto pilot with Omni Tracker in accordance with Mitchell Installation Manual and STC # SA 1479SW, Aircraft Flight Tested for correct autopilot operation this date. See new Weight/Balance & FAA Form 337 this date. | | | | |
| | | | |  Ch. Insp. | | | |
| I certify that the altimeter and static system tests required by far part 91.170 have been performed. The altimeter has been tested to <u>20,000</u> feet. | | | | FAA Repair Station # 4411 California Air Radio Cable Airport, Upland, California 91786 | | | |
| Signature  | | | | | | | |
| Date <u>MAR. 1 1977</u> | | | | | | | |
| Certification Number 408-34 | | | | | | | |
| West Air Instrument | | | | | | | |
| Bracket Field Airport | | | | | | | |
| 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 | This Airframe or Powerplant has been inspected in accordance with a ANNUAL inspection and was determined to be in airworthy condition this date 3/25/78 work order No. #10837 on file at this agency Tach Time _____ Hrs. Total Time 139804 Hrs. Signed Hal Lewis Certificate No. Chay Insp. National Air Enterprises Inc. La Verne Calif. 91700 FAA Approved Repair Station No. 408-60 | | | Install two new 600x6 6ply tires C/W Bendix RD 76-07-82 off mag sk @ Sun Up. National Air Enterprises Inc. FAA Approved Repair Station 408-60 Signed Hal Lewis | | | |

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

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|--|--------------------------------|-------|----------|---|
| Date | Bearing error VOR 1 VOR 2 | Place | | |
| | | | 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. |
| FOOTHILL AIRCRAFT & SERVICE, INC. CABLE AIRPORT CALIF. 91786 FAA APPROVED STATION 4755 I CERTIFY THAT THE AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A. <u>Oil Change</u> DETERMINED TO BE IN AIRCRAFT CONDITION. OTHER DETAILS OF INSPECTION ARE ON FILE AT CITY OF WO. NO. <u>8216</u> <u>2-12-79</u> T.A.C. <u>1614</u> ENG. <u>1614</u> NAME <u>Eugen L. Calley</u> | | | | I certify that the altimeter and static system tests required by far part 91.170 have been performed. The altimeter has been tested to <u>20,000</u> Feet. Signature <u>[Signature]</u> Date <u>March 15, 1979</u> Certification Number 408-34 West Air Instrument Bracket Field Airport |

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|--|-------------------|----|--|--------------------|-------------------------------|-------|-------------------------|
| | | | | | HOURS | 10THS | |
| 19 | | | | | | | |
| <p>FOOTHILL AIRCRAFT SALES & SERVICE, INC. GABLE AIRPORT-URLAND, CALIF. 91786 FAA APPROVED REPAIR STATION 4755</p> <p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSP. AND DETERMINED TO BE IN AIRWORTHY CONDITION. OTHER DETAILS OF THIS INSPECTION ARE ON FILE AT THIS FACILITY. SEE</p> <p>WO. NO. <u>8388</u> DATE <u>4-11-79</u> TT. A-C <u>1640</u> ENG. <u>98</u> TAC <u>1640</u> NAME <u>Rogers & Kelly</u></p> <p><u>E.L.T. BATHAYS</u> <u>480 6-79</u></p> | | | | | | | |
| <u>MAY-24-79</u> | <u>1667-91428</u> | | <u>REPLACED OVERVOLTAGE SENSOR - GEAR WARNING HORN</u> | | | | <u>Joe P. McFarlane</u> |
| <p style="text-align: center;">CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</p> | | | | | | | <u>ATP 1224042</u> |

| VOR Rec in accor | |
|------------------|------------|
| Date | Bearin VOR |
| <u>1-15-79</u> | <u>m</u> |
| <u>Sept 2</u> | |
| <u>Oct 2</u> | |
| <u>Oct 2</u> | |
| <u>Dec</u> | |

AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 | | | | DATE | REMARKS |
|--|---------------------------------|-------------|-----------|---|---------|
| Date | Bearing error VOR 1 VOR 2 | Place | Signature | | |
| 1-15-79 | | Tach 1704 | Lube | Controls Hinges, Filled BATH with H ₂ O, Hly fluid in gear RESTOR. ADT. gear DR WARNING LOAN D.L. FARM 525880690 IA | |
| Sept 20, 1979 | | Tach 1770.4 | | Replaced main tires with new 15x600x8 McCreary tires Re Pack MAINS wheels bearing with Hi-temp Grease D.L. FARM AP 525880690 IA | |
| Oct 24, 1979 | | Tach 1783.0 | | Comply with A.O. 79-18-106 ✓ Eng logs Donald G. FARM AP 525880690 IA | |
| Oct 25, 1979 | | Tach 1783.2 | | Repair Directional Gyro, replace bar pin in altitude Gyro. change Gyro. central Vacuum Filter. change Regulator Filter & clean Regulator & set. all work done this date by W. J. ... D.L. FARM #1814405 | |
| Dec 20, 1979 | | Tach 1818.5 | | Change Brake Pads with new; Fused ✓ O.T. Donald G. FARM AP 525880690 | |

AIRBORNE
AERO-FLO
FILTER CHANGE REMINDER

Plat 14-3 AIR FILTER

CHANGED AT:

2041 HRS.

DATE 6/8/81

NEXT CHANGE

HRS.

AIRCRAFT LOG

DATE

REMARKS

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19 _____

6/8/81 - TACH 2041 - Replace 4 wing Strobe Power Pack with new factory part, Replace Rot/Beacon Bulb, Replace 4 Rubber cowling shock mounts factory parts, Resolder Gear warning Horn wire to micro switch, Repl - Horn Red End on prop control ^{new} PART, check AD's, Replace VAC Filter Element, manifold/sump Fuel drain

line replaced, lubed acfi, aircraft inspected in accord with a 100 HR and found to be airworthy. 4 main wheel tire/tube replaced, nose gear serviced, ELT BAT. Exp 82, stall warning horn dual

miss. repaint prop, Replace grommet on nose door - aircraft inspected in accord with a 100 HR inspection and found to be airworthy - MR. Madrell A/P 123896

I have inspected this AIRCRAFT
in accordance with a ANNUAL
inspection and found it to be in an airworthy
condition.

Tach. Reads 2041 Date 6-8-81

JR/low
1A1369136

MEMORANDA

Date

7-12-82 Tech 2125. This Airframe has been Inspected I/A/W a 100 hr Inspection and was determined to be in an airworthy condition at this time. Installed Orings in nose strut, Replaced fuel bowl plunger PIN 0756010-6, Replaced fuel cap Orings, Replaced both main brake pads 313, Complied with AD 76-07-12 mag switch - David E. Elb AIP 547969946 -

I have inspected this Airframe
in accordance with a ANNUAL
inspection and found it to be in an airworthy
condition.

Tach. Ready 2125 Date 7-12-82

1A1369136

7-12-82 Tech 2125. Removed ELT from aircraft because of bad G switch Placarded Instrument Panel - David E. Elb AIP 547969946 -

MEMORANDA

| Date | | | | | |
|----------|---|-----------------------|---------------|----------------------------------|---|
| ✓ AD | 72-03-03 | Wing flap Jack | N/A | Per Ser # | ✓ |
| ✓ " | 74-16-06 | Oil Pressure Gauge | PCW | 10-14-74 | ✓ |
| ✓ " | 75-07-02 | Air filter Seal insp. | CW | 03-18-77 | ✓ |
| ✓ " | 76-14-08 | Trim Valve Actuators | N/A | Per Ser # | ✓ |
| " | 76-21-06 | Loss Eng. oil | N/A | Per Ser # | ✓ |
| " | → above checked by Mike Lofton A/P 2107170 JA | | | | |
| 7-1-77 " | 77-12-08 | External power resp. | N/A | per Ser # Mike Lofton 2107170 JA | |
| | 76-04-03 | PA SCOA ACT | N/A | NO A/P. | ✓ |
| | 74-18-15 | STATIC ANT. FITTING | CW | | |
| 10-24-79 | 79-18-06 | Comply with | Donald's Form | HP 525880690 JA | ✓ |

nger
ped
9946

ad
76

MEMORANDA

| Date | |
|----------|---|
| 10-14-74 | AD 74-16-6 Oil LINK Tied TO FLAP LINK Repeat NOTE - ✓ |
| 11-29-78 | C/W SL 78-48 CIGAR LIGHTER Fuse holder - By |
| 3-10-79 | AD 79-05-02 CHECKED ELT BATTERY LABEL, SAYS MAGNESIUM BATTERIES, AD N/A <i>Galium</i> |
| 4-10-79 | AD 78-26-89 N/A to SER NO. VENTED GAS CAPS. |



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

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS

1405
1342