

N2052Q #3



The Standard

AIRCRAFT LOG

ASA-SA-2

Aircraft Record General Information

Manufacturer Cessna Model 177RG
Serial 177RG0452 Registration Number N2052Q
Date of Manufacture Aug 1 1985

Engine(s) currently installed:

Manufacturer _____ Model _____ Serial _____
Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:

Manufacturer _____ Model _____
HUB Model _____ Serial _____ Serial _____
Blade Model _____ Serial _____ Serial _____ Serial _____
Blade Model _____ Serial _____ Serial _____ Serial _____



N2052Q

Tach/AFTT = ²⁴⁴³~~2473.3~~

8/4/2005

Discrepancy	Corrective Action
Annual inspection is due	Accomplished annual inspection
CW FAR 91.207 par (d) ELT Inspection	Replaced ELT with Ameri-King AK-450, S/N 476150. Equipment list updated. See FAA Form 337 dated 8/4/2005. Battery Exp. Date March 2009.
CW AD86-19-11 Contaminated fuel	CW - per par (a) by confirmation of fuel drain installation in wing tanks and fuel reservoirs. Per par (b) by incorporation of Flight Manual Appendix 86-19-11
CW AD86-24-07 Engine controls installation	CW - by inspection. Found AD PCW at unknown time. No further action required.
CW AD 87-20-03 R2 Seat tracks	CW - per par (II) (C) (a) (1-7) by inspection. No defects noted.
CW AD97-01-13 Fuel, oil, or hydraulic hose	CW - per par (a) by inspection of records. Affected hoses found not to be installed.
CW AD2000-06-01 Prevent foreign material from entering the fuel system	CW - by inspection. Affected parts were found not to be installed.
Lube aircraft	Cleaned and greased wheel bearings and tail wheel, lubed flight controls, flight control systems and engine controls. Serviced battery.
Service fuel system	Cleaned gascolator screen. Leak check ok.
Vacuum regulator filter is due replacement	Replaced filter (B3-5-1)
Propeller is nicked	Dressed and painted propeller
EGT is inoperative	Installed new probe (86255), lead (42525) and serviceable Alcor gage. Adjusted gage on ground run. Needs flight check.
Left strobe light is inop	Replaced power supply (152-0007), and flash tube (A427). Ops check ok.
Pilot's cabin and baggage door seal is loose at leading edge	Glued seal. Ok for service.
Throttle is only opening slightly more than 1/2 throttle	Found throttle arm on injector indexed incorrectly. Positioned arm as needed and rigged control cable. Travel check ok.
Landing gear warning horn throttle switch is installed backwards and is out of rig	Removed switch and installed correctly. Rigged switch in reference to AMM. Needs flight check.
Mixture cable is stiff and routed incorrectly	Routed cable as needed. Lube. Ops check ok.
Fuel pump drain Adell clamps are broken/loose at lower firewall	Replaced clamps. (2 ea. MS21919WDG4)

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8/4/2005

Corrective Action

Inspection
Ameri-King AK-450, S/N 476150. Equipment list updated. See 8/4/2005. Battery Exp. Date March 2009.
Confirmation of fuel drain installation in wing tanks and fuel lines by incorporation of Flight Manual Appendix 86-19-11
Found AD PCW at unknown time. No further action required.
(a) (1-7) by inspection. No defects noted.
Inspection of records. Affected hoses found not to be installed.
Affected parts were found not to be installed.
Wheel bearings and tail wheel, lubed flight controls, flight control systems. Serviced battery.
Screen. Leak check ok.
(1-1)
Propeller
(86255), lead (42525) and serviceable Alcor gage. Adjusted and checked. Needs flight check.
Apply (152-0007), and flash tube (A427). Ops check ok.
Service.
Injector indexed incorrectly. Positioned arm as needed and rigged check ok.
Installed correctly. Rigged switch in reference to AMM. Needs
lube. Ops check ok.
(ea. MS21919WDG4)

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Starter contactor power cable is under tension	Repositioned cable to relieve tension
Bracket air filter assembly attach fasteners are worn.	Replaced hardware (2 ea. MS21059-L3)
Nose gear door piano hinges are worn	Replaced left and right nose gear door hinges (2 ea. MS20257P3)
Nose gear retract rods, clevis bolts and clevis forks are worn	Replaced upper eye bolts (2 ea. AN42B13), lower eye bolts (2 ea. AN42B10), upper forks (2 ea. AN161-16RS), lower forks (2 ea. AN161-16LS, and clevis pins (4 ea. MS20392-2C11)
Nose gear spade door retract rod clevis forks, clevis pins, bearings, hinge brackets and clevis pins are worn	Replaced hinge brackets (1 ea. 2052009-1, 1 ea. 2052009-2), bearings (6 ea. S1896-4L1), forks (1 ea. AN161-16LS), and clevis bolts (2 ea. MS20392-2C11) and hinge pins (2 EA. MS20392-3C63)
Previous repair at spade door leading edge extends edge into air stream excessively	Removed previous repair. Installed new repair per standard practices. Ok for service.
Nose gear spade door is cracked at retract rod bracket attach point	Installed sheet metal doubler at bracket attach point per standard practices. Ok for service.
Nose gear steering control idler and idler bell crank, control link, and forward shimmy dampener attach points have excessive play	Replaced worn attach bolts as needed. Ok for service.
Nose gear uplock roller is worn	Replaced roller (1 ea. 2043033-2)
Nose gear downlock mechanism bumper pad is torn	Replaced pad in reference to AMM
Nose gear door striker bar Teflon sleeving is loose and torn	Replaced striker strip (2043012-9)
Nose gear strut is nitrogen service is low	Serviced nitrogen and installed new cap (637)
Nose gear downlock/uplock tension is below limits	Rigged nose gear, position switched, and doors in accordance with AMM.
Main landing gear actuator retract gears are lubed improperly (grease was used) and are contaminated with dirt	Cleaned grease. Inspected gears for wear. Ok for service. Lubed with dry moly lube as per AMM
Hydraulic line is chafing right main gear actuator retract gear	Positioned tube to prevent chafing
Right main landing gear spindle nut is loose	Torqued and safetied spindle nut
Perform normal and emergency gear retract test	Performed gear swing check through several cycles. Ok for service. Service hydraulic pump reservoir.
Right cowl flap control cable sleeve is loose at housing attach point	Tightened and secured sleeve. Ok for service.
Left cowl flap hinge is broken	Replaced hinge (1 ea. MS20257P3)

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Discrepancy	Corrective Action
Left lower cowl Lord mount is torn	Replaced cowl mount (J7444-14)
Several SCAT hoses are chafing lower engine cowl and are deteriorated	Replaced SCAT (2ea. SCAT- 12, 3 ea. SCAT - 10) and secured to prevent chafing
Brake cylinder flex hoses are dry and stiff	Replaced hoses (2 ea. S1810-600). Bled brakes. Ops check ok.
Aft elevator trim tab control rod end is worn	Replaced rod end (S2022-1). Checked trim tab travel per AMM.
Stabilator is loose at hinge at stabilator spar attach point	Inspected area for structural integrity. No defects noted. Torqued bolts per AMM, and applied toque putty. Ok for service.
Wings and tail control surfaces have minor corrosion on interior	Applied ACF-50. Ok for service.
Right rudder pedal torque tube bearing block attach bolts are loose	Torqued all rudder toque tube block attach bolts
Aileron interconnect cable centering spring is disconnected	Installed spring
Flap cable tension is below cable limits	Rigged control cables IAW AMM. Travels checked.
Aileron cable tensions is below limits	Rigged control cables IAW AMM. Travels checked. Flight check required.

I certify that this aircraft has been inspected in accordance with an annual inspection and has been found to be in an airworthy condition.

Thomas P. Malechuk
Thomas P. Malechuk, IA375605708
Guardian Aviation Services, LLC

N2052Q

TACH = 2450.00

10/14/2005

Discrepancy	Corrective Action
Left fuel quantity indicator is inoperative	Removed fuel bay access panel from top of left cell. Replaced transmitter with serviceable unit and gasket. Installed fuel cell access panel with fuel tank sealant. Leak check ok.

Thomas P. Malechuk
Thomas P. Malechuk, A&P 375605708
Guardian Aviation Services, LLC

N2052Q

TACH = 2485

11/1/2005

Corrective Action

mount (J7444-14)

(2ea. SCAT- 12, 3 ea. SCAT - 10) and secured to prevent chafing

(2 ea. S1810-600). Bled brakes. Ops check ok.

d (S2022-1). Checked trim tab travel per AMM.

or structural integrity. No defects noted. Torqued bolts per AMM, and

itty. Ok for service.

. Ok for service.

er torque tube block attach bolts

ables IAW AMM. Travels checked.

ables IAW AMM. Travels checked. Flight check required.

inspection and has been found to be in an airworthy condition.

10/14/2005

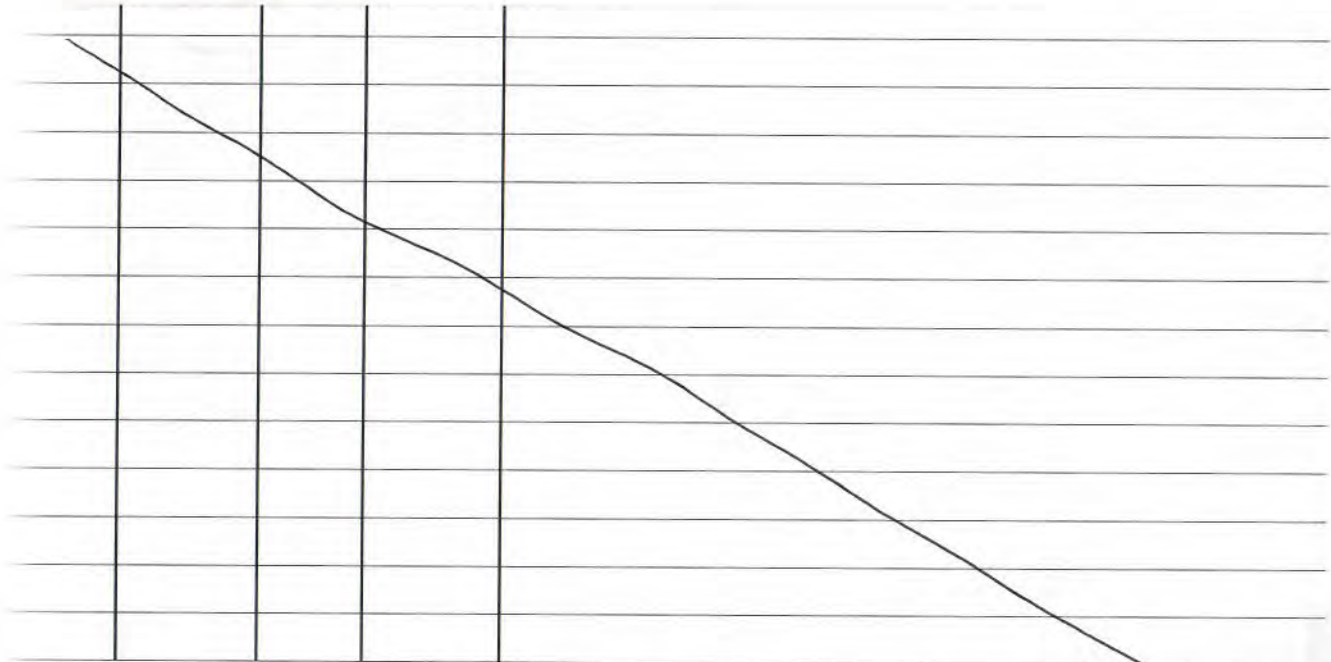
Corrective Action

ay access panel from top of left cell. Replaced transmitter with

and gasket. Installed fuel cell access panel with fuel tank sealant. Leak

Discrepancy	Corrective Action
Left wing tip strobe is inoperative	Replaced lamp (073-0270). Ops check ok.

Jeffrey L. Young
 Jeffrey L. Young, A&P 2721008
 Guardian Aviation Services, LLC



N2052Q

Tach/AFTT = 2520.0

10/19/2006

Discrepancy	Corrective Action
Annual inspection is due	Accomplished annual inspection
CW FAR 91.207 par (d) ELT Inspection	Accomplished inspection and test. No defects noted.
CW AD 87-20-03 R2 Seat tracks	CW - per par (II) (C) (a) (1-7) by inspection. No defects noted.
CW AD93-05-06 ACS ignition switches	CW - by installation of new ACS ignition switch. Due inspection and lube after 2000 hrs. TIS (5420.0 AFTT)
CW Cessna SEB95-3 Forward flap arms	Accomplished inspection of forward flap arms. No defects noted. Installed wear washers. (12 ea. S1450-3S10-032). No further action required.
Lube aircraft	Cleaned and greased wheel bearings and tail wheel, lubed flight controls, flight control systems and engine controls. Serviced battery.
Service fuel system	Cleaned gascolator screen. Leak check ok.
Vacuum regulator filter is due replacement	Replaced filter (B3-5-1). Instrument filter will be due at 2881.3 AFTT.
Propeller is due overhaul	Removed propeller. Propeller overhauled by Palm Beach Propellers CRS #LU4R349M under WO #13416 dated 9/21/2006. Run and leak check ok.
Replace engine firewall forward flex hose assy's due to time	Installed new hoses fabricated by Precision Hose Technologies. Leak check ok.
Stall warning horn will only work when pitot heat is on	Repaired stall switch ground. Ops check ok.
Right cowl flap to control cable shock mount is torn	Installed new shock mount (S2087-1)
Nose gear actuator is leaking	Removed actuator, replaced o-ring. Installed actuator. Performed normal and emergency gear retract tests. Ops and leak check ok.
Nose gear spade door turnbuckle to door bracket grommet is torn	Installed new grommet (MS35489-34)
Right flap upper skin is chafing wing trailing edge	Adjust trailing edge if possible to provide clearance. Apply chafe tape as needed.
Several flap chafe buttons are missing	Installed chafe buttons as needed (S1093-1)
Mixture control is stiff to operate	Installed new mixture control cable. Rigged cable. Ops check ok.
Right main wheel well bumper is loose	Clean and glue with Plyo-Bond
Left nav light ground wire is broken at light assy	Soldered wire to light assembly. Ops check ok.

10/19/2006

Corrective Action

Annual inspection
 Inspection and test. No defects noted.
 (C) (a) (1-7) by inspection. No defects noted.
 Installation of new ACS ignition switch. Due inspection and lube after 2000 AFTT)
 Inspection of forward flap arms. No defects noted. Installed wear (1450-3S10-032). No further action required.
 Inspected wheel bearings and tail wheel, lubed flight controls, flight control cable controls. Serviced battery.
 Inspected for screen. Leak check ok.
 (3-5-1). Instrument filter will be due at 2881.3 AFTT.
 Propeller overhauled by Palm Beach Propellers CRS #LU4R349M dated 9/21/2006. Run and leak check ok.
 Hoses fabricated by Precision Hose Technologies. Leak check ok.
 Inspected airframe. Ops check ok.
 Inspected lock mount (S2087-1)
 Inspected door, replaced o-ring. Installed actuator. Performed normal and emergency ops and leak check ok.
 Inspected magnet (MS35489-34)
 Inspected edge if possible to provide clearance. Apply chafe tape as needed.
 Inspected buttons as needed (S1093-1)
 Inspected mixture control cable. Rigged cable. Ops check ok.
 Inspected with Plyo-Bond
 Inspected light assembly. Ops check ok.

Rudder and stabilator cable tensions are at lower limit
 Replace interior plastic per owners request
 Install new placards as per TCDS due to plastic replacement
 Forward engine baffle support bracket is cracked

Tensioned cables in reference to AMM
 Replaced left and right upper instrument panel, pedestal, door sill, fuselage door frame, upper windshield, right glare shield brow, and overhead speaker covers with Vantage Plane Plastics parts.
 Placarded as required
 Fabricated and installed new bracket per standard sheet metal practices

I certify that this aircraft has been inspected in accordance with an annual inspection and has been found to be in an airworthy condition.

Thomas P. Malechuk
 Thomas P. Malechuk, IA375605708
 Guardian Aviation Services, LLC

Date 12/19/06
 I certify that the altimeter, static system test and inspection 91.411 has been performed on altimeter, Model/PN 51 S/N 441034
 Appx. E. by 3/ALX/10/06 on W.O.# 98308 was performed on date 12/19/06
 system was tested to 70 on file under W.O.# 98
 Signed 16/6/Beth

Sparkchasers Aircraft Service, Inc.
 Repair Station N

Email: sparkchasers@mindspring.com

FAA CRS# XSPR699K
 Phone: (919) 934-1654

2740-C SWIFT CREEK ROAD • SHIMMING, NC 27171

Tested in compliance with Appendix E, Part 43, FAA Regulation			
Sparkchasers Aircraft Service, Inc.			
FAA CRS# XSPR699K			
ALTIMETER CALIBRATION RECORD			
ALTITUDE	SCALE ERROR	FRICTION ERROR	Case Leak
-1000	-5		HYSTERESIS TEST 20 FT/MIN
0	0		
500	+5		ALTITUDE READ DOWN READ 1000 50% 1000 1000
1000	+5		
1500	+5		AFTER EFFECT: 15 FEET 40% 8000
2000	+10		
3000	0		BARO SCALE ERROR 28.10 -3
4000	0		
5000	0		28.50 0
6000	0		
8000	-5		28.00 +3
9000	-10		
10000	-15		28.92 0
12000	-15		
14000	-10		30.80 +2
15000	-10		
16000	-10		ALTIMETER SERIAL NUMBER 441034
18000	0		
20000	+5		DATE TESTED 12/18/06
22000	+5		
25000			MECHANIC B. B. B.
30000			
35000			INSPECTOR 16/6/Beth
40000			
45000			TESTED WITH SETRA MODEL 370 DIGITAL PRESSURE GAGE
50000			

Rudder and stabilator cable tensions are at lower limit	Tensioned cables in reference to AMM
Replace interior plastic per owners request	Replaced left and right upper instrument panel, pedestal, door sill, fuselage door frame, upper windshield, right glare shield brow, and overhead speaker covers with Vantage Plane Plastics parts.
Install new placards as per TCDS due to plastic replacement	Placarded as required
Forward engine baffle support bracket is cracked	Fabricated and installed new bracket per standard sheet metal practices

I certify that this aircraft has been inspected in accordance with an annual inspection and has been found to be in an airworthy condition.

Thomas P. Malechuk
 Thomas P. Malechuk, IA375605708
 Guardian Aviation Services, LLC

12/19/04
 certify that the altimeter, altitude reporting and
 c system test and inspection required by FAR
 11 has been performed. The LH RH
 meter, Model/PN 5934P-3 Whites
441034 certified to FAR Part 43,
 x. E. by SPARKCHASERS CRS# XSPR699K
 W.O.# 98308 was tested to 20,000 ft.
 late 12/19/04. The altitude reporting
 em was tested to 20,000 ft. Details
 file under W.O.# 98308 dated 12/18/04.
 ed W. LaBette for
 Sparkchasers Aircraft Services, Inc.
 Repair Station No. XSPR699K

Date 12/19/04
 I certify the below transponders(s) have been
 inspected and found to comply with the re-
 quirements of FAR Part 91.413 on Work Order
 No. 98308 dated 12/18/04.
 #1 Transponder: Make ARC
 Model LF359A S/N 6218
 #2 Transponder: Make -
 Model - S/N -
 Signed W. LaBette for
 Sparkchasers Aircraft Services, Inc.
 FAA Repair Station No. XSPR699K

SERVICEABLE

Signature _____
 Serial No. _____
 Acft No. _____

Aircraft and/or component identified hereon was repaired or in-
 accordance with current Federal Aviation Regulations and
 found to be air worthy for return to service. Pertinent details of the
 repair are on file at this Agency under W.O. No. _____

SPARKCHASERS, aircraft services, inc.
 FAA Repair Station No. XSPR699K

SPARKCHASERS
 aircraft services, inc.
 Johnston County Airport (KJNX)
 3223-C Swift Creek Road • Smithfield, NC 27577
 FAA CRS# XSPR699K
 Phone: (919) 934-1654
 Email: sparkchasers@mindspring.com

RAFT MAINTANANCE LOG ENTRY

with serviceable RT 359A sn 6218. Tested # 98308. Sparkchasers A/C Services CRS

Date Dec 21 - 2006

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				

N2052Q

Tach 2554.7

AIRCRAFT MAINT. LOG ENTRY

Removed the following equipment. Garmin GPS 56 GPS antenna. Installed the following equipment. 1 ea. Garmin GA 35 antenna pn 013-0235-00 sn 24381; Existing 430 sn 9702011 which had been upgraded to pn 011-01060-40 (WAAS) by Garmin under RMA 4614195. The Garmin 430W system was installed in accordance with Garmin Garmin STC upgrade installation manual pn 190-00356-02 Rev. C. This system was installed using Garmin STC SA01933LA issued Nov. 06, 2006 and FAA Advisory Circular AC 20-138A. Eligibility confirmed with AML # SA01933LA. The Garmin 430W system was interfaced to a dedicated CDI. The above equipment was installed in accordance with the FAA AC 43.13-1B (chap. 7 sec. 1-7; chap. 11 sec. 3 para. 30-33 & 35, 37, 38, sec. 15 & 17; chap. 12 sec. 1-3) and AC 43.13-2A (chap. 2 - para. 21 - 27, chap. 3 - para. 36 & 37). The aircraft Weight & Balance and Equipment List have been revised accordingly. Instructions for Continued Airworthiness: The ICA for the Garmin 430W is contained in Garmin document # 190-00356-65 Rev A. Copies of these ICAs are included in the aircraft's permanent maintenance records. The Main Software Version of the GARMIN GNS 430W was checked and verified to be Version 2.00. A FAA Approved 430W Flight Manual Supplement Garmin PN 190-00356-63 Rev B. has been installed in the Pilots Operating Handbook.. All inspection records and other documents pertaining to this major alteration are on file at Sparkchasers Aircraft Services, Inc., 3223-C Swift Creek Road, Smithfield. NC 27577 under W.O. Number 98645.

Signed *[Signature]*
CRS# XSPR699K

Date Dec 11 - 2007

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11/7/2007

Corrective Action

Annual inspection
 Annual inspection and test. No defects noted.
 (II) (C) (a) (1-7) by inspection. No defects noted.
 Greased wheel bearings and tail wheel, lubed flight controls, flight control
 engine controls. Serviced battery.
 Control screen. Replaced o-ring (M83248-1-111) Leak check ok.
 Filter (B3-5-1). Instrument filter will be due at 2881.3 AFTT.
 Tire (15-600X6) and tube 15-6.00X6)
 Concorde RG35-AXC. S/N 40204281 Ops check ok.
 Seller
 Annual inspection and has been found to be in an airworthy condition.

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				

A/C MAKE: CESSNA
 A/C MODEL: 177RG
 A/C S/N: 177RG0452

SPARKCHASERS

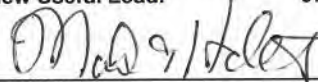
Aircraft Services, Inc.

AIRFRAME LOGBOOK ENTRY

TACH TIME: 2577.80
 HOBBS: -----
 A/C REG. #: N2052Q

Removed the following equipment: 1 ea. Cessna / ARC 200A Autopilot Controller / Computer at 67.5 in.; 1 ea. Cessna / ARC PA-295A Roll Servo & Mounting at 125.5 in.; 1 ea. General Design 5400-7425-4 Turn Coordinator at 72.4 in. and 1 ea. AIM 200-5C Directional Gyro at 70.8 in. Installed the following equipment: 1 ea. Sigma-Tek 52D54 Directional Gyro s/n T75378R at 72.5 in.; 1 ea. S-TEC 01260-1-0-14 Turn Coordinator / Roll Computer s/n 0823-6423D at 72. in.; 1 ea. S-TEC 01261-3-14 Pitch Computer s/n 0823-6286A at 209.0 in.; 1 ea. S-TEC 0107-P5 Pitch Servo s/n 0823-18346 CDEFGJK at 216.0 in.; 1 ea. S-TEC 0105-R2 Roll Servo s/n 0824-23204 CEFJG at 127.0 in.; 1 ea. S-TEC 0111 Transducer s/n 0823-40153AA at 214.3 in.; 1 ea. S-TEC 6457 Piezo Alarm at 72.5 in.; 1 ea. S-TEC 03976 GPSS Converter s/n 0823-10504 E/A at 71.5 in. and 1 ea. S-TEC 03975 GPSS Annunciator / Switch s/n 0811-6047 at 75.0 in. The above S-TEC 30 Two Axis Flight Guidance System was installed in specific locations as directed by **STC# SA09296AC-D** and S-TEC Installation **Bulletin No. 841, Rev. 3**, dated 12/12/2006. The above GPSS Interface was installed in accordance with the FAA/DAS Approved S-TEC Bulletin No. 901. S-TEC System 30 Instructions for Continued Airworthiness are listed in S-TEC Service Letter 8155, Rev. 1. The S-TEC GPSS ARINC Instructions for Continued Airworthiness are listed in S-TEC Service Letter P/N 81487, Rev. 1. These ICA Documents have been placed in permanent aircraft records. The FAA/DAS Approved Supplemental Flight Manual for the S-TEC System 30 AFCS (Document P/N 891576, dated 11/97) was installed in the Pilot's Operating Handbook. FAA Form 337 dated 07/17/2008 details above installation. WO# 99099 on file at Sparkchasers Aircraft Services, Inc.

Aircraft New Empty Weight: 1826.00 lbs.
 Aircraft New Empty Weight CG: 104.80 in.
 Aircraft New Useful Load: 974.00 lbs.

Signed 
 A&P3078378

Dated 07/17/2008

N2052Q

AFTT/Tach = 2593.8

12/4/2008

Discrepancy	Corrective Action
Annual inspection is due	Accomplished annual inspection
CW FAR 91.207 par (d) ELT Inspection	Battery exp. Date March 2010. Accomplished inspection and test. No defects noted.
CW AD 87-20-03 R2 Seat tracks	CW - per par (II) (C) (a) (1-7) by inspection. No defects noted.
Lube aircraft	Cleaned and greased wheel bearings and tail wheel, lubed flight controls, flight control systems and engine controls. Serviced battery.
Service fuel system	Cleaned gascolator screen. Replaced o-ring (M83248-1-111) Leak check ok.
Vacuum regulator filter is due replacement	Replaced filter (B3-5-1). Instrument filter will be due at 2881.3 AFTT.
Main wheel valve stems are too short	Installed extensions
Propeller has small nicks	Dressed propeller as needed
Install lighting as needed on flight instruments and instrument cluster	Installed map P/N C-4A light on left forward door post. (Minor alteration)
Pilot's side header tank drain valve stays open/leaks.	Lubed cable. Ops check ok.
Left brake is mushy	Bled brake. Ops and leak check ok.
Left lower instrument panel plastic overlay is cracked	Installed new panel (K1713270-12)
Left wing strobe is weak	Installed new power supply (152-0007). Ops check ok..

I certify that this aircraft has been inspected in accordance with an annual inspection and has been found to be in an airworthy condition.

Thomas P. Malechuk
 Thomas P. Malechuk, IA375605708
 Guardian Aviation Services, LLC

N2052Q

TACH = 2612.00

2/25/2009

Discrepancy	Corrective Action
Rear window is cracked	Installed new window (LP529GT)

Thomas P. Malechuk
 Thomas P. Malechuk, A&P 375605708
 Guardian Aviation Services, LLC

12/4/2008

Corrective Action

Annual inspection
 Date March 2010. Accomplished inspection and test. No defects noted.
 par (II) (C) (a) (1-7) by inspection. No defects noted.
 Greased wheel bearings and tail wheel, lubed flight controls, flight control
 engine controls. Serviced battery.
 Gascolator screen. Replaced o-ring (M83248-1-111) Leak check ok.
 Filter (B3-5-1). Instrument filter will be due at 2881.3 AFTT.
 Tensions
 Propeller as needed
 Map P/N C-4A light on left forward door post. (Minor alteration)
 e. Ops check ok.
 Ops and leak check ok.
 W panel (K1713270-12)
 W power supply (152-0007). Ops check ok.
 Annual inspection and has been found to be in an airworthy condition.

2/25/2009

Corrective Action

New window (LP529GT)

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				

N2052Q

AFTT/Tach = 2639.5

2/10/2010

Discrepancy	Corrective Action
Annual inspection is due	Accomplished annual inspection
CW FAR 91.207 par (d) ELT Inspection	Replaced batteries. Exp. Date March 2016. Accomplished inspection and test. No defects noted.
CW 41-87-2041-12 Seat tracks	CW - per par (II) (C) (a) (1-7) by inspection. No defects noted.
Nose wheel bearing are water marked	Installed new bearings (2 ea. 08125) and races (2 ea. 08231)
Lube aircraft	Cleaned and greased wheel bearings and tail wheel, lubed flight controls, flight control systems and engine controls. Serviced battery.
Service fuel system	Cleaned gascolator screen. Replaced o-ring (M83248-1-111) Leak check ok.
Vacuum regulator filter is due replacement	Replaced filter (B3-5-1). Instrument filter will be due at 2881.3 AFTT.
Propeller has small nicks	Dressed propeller and painted as needed
Engine breather hose is deteriorated	Installed new hose (MIL-H-6000 5/8)
Left wing leading edge at W.S.189.00 is dented	Replaced skin P/N 2022015-15, rib, W.S.189.00, and stringer 2022006-22 per standard sheet metal practices and in reference to AMM. Prepped, primed, and painted as needed.
Left and right wing tip fairings are deteriorated and cracking	Prepped, primed, painted and installed new Globe fiberglass tips (GF1723005-11 and -12)
Left wing fuel quantity transmitter is leaking	Drained fuel tank. Replaced transmitter gasket (MCS1588-1) and fuel sump o-ring (MS29513-015) Leak check ok.

I certify that this aircraft has been inspected in accordance with an annual inspection and has been found to be in an airworthy condition.

Thomas P. Malechuk
 Thomas P. Malechuk, IA3756015708
 Guardian Aviation Services, LLC

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries)
DATE				

AC MAKE: CESSNA
AC MODEL: 177RG
AC S/N: 177RG0452

SPARKCHASERS
—Aircraft Services, Inc.—
AIRFRAME LOGBOOK ENTRY

TACH TIME: 2641.70
HOBBS: _____
A/C REG. #: N2052Q

Date: April 30, 2010

I certify that the altimeter and static system tests and inspections required by FAR 91.411 have been performed.

The LH Altimeter, P/N United Instruments 5934P-3 S/N 441034 certified to FAR Part 43, Appendix E by Sparkchasers Aircraft Services, Inc., CRS# XSPR699K on WO# 100151 was tested to 20,000 ft. on 04/27/2010.. The associated altitude reporting system was tested to 20,000 ft. Details related to certification are on file under WO# 100151, dated 04/27/2010.

I certify the below transponder(s) has(have) been inspected and found to comply with the requirements of FAR Part 91.413 on Work Order No. 100151, dated 04/27/2010.

#1 Transponder: Make Cessna, ARC, Model RT-359A, S/N 6213.

Signed *Mark Hall* for
Sparkchasers Aircraft Services, Inc.
FAA CRS# XSPR699K

SPARKCHASERS
aircraft services, inc.
Johnston County Airport (KJNX)

National Aviation Authority/Country

FAA / United States

2.

AUTHORIZED RELEASE CERTIFICATE

FAA Form 8130-3 AIRWORTHINESS APPROVAL TAG

3. Form Tracking Number:

20794

4. Organization Name and Address

S-TEC Corporation, One S-TEC Way, Mineral Wells, TX 76067-9236 (Certificate No. FF2R818K)

5. Work Order / Contract / Invoice Number

R000065462

6. Item	7. Description	8. Part Number	9. Eligibility	10. Quantity	11. Serial Number	12. Status/Work
1	PITCH COMPUTER	01261-3-14	N/A	1	0823-6286A	REPAIRED

13. Remarks

See attached SRO# R000065462 For work performed and parts used.

The work specified has been accomplished in accordance with S-TEC Component Maintenance Manual number 87152, Revision A, Dated 09/30/2003.

14. Certifies the items identified above were manufactured in conformity to:

- Approved design data and are in a condition for safe operation
- Non-approved design data specified in Block 13

19. 14 CFR 43.9 Return to Service Other regulation specified in Block 13

Certifies that unless otherwise specified in Block 13, the work identified in Block 12 and described in Block 13 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service

15. Authorized Signature:

16. Approval/Certificate No.

20. Authorized Signature:

21. Approval/Certificate No.

FF2R818K

17. Name (typed or printed):

18. Date (m/d/y)

22. Name (typed or printed):

23. Date (m/d/y)

Kenny Poynor

May/10/2010

User / Installer Responsibilities

It is important to understand that the existence of this document alone does not automatically constitute authority to install the part / component / assembly.

Where the user / installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user / installer ensures that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority of the country specified in Block 1.

Statements in Blocks 14 and 19 do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user / installer before the aircraft may be flown.

AUTHORIZED RELEASE

Form 8130-3 AIRWORK

Mineral Wells, TX 760

8.

Part Number

01261-3-14

Removed
computer, s/n
on ground
users Aircraft

Repairs and Alterations

Certificate Number of
other specific entries.)

2646.00

N2052Q

N2052Q Tach/AFTT = 2690.7

3/10/2011

Discrepancy	Corrective Action
Annual inspection is due	Accomplished annual inspection
CW FAR 91.207 par (d) ELT Inspection	Accomplished inspection and test. No defects noted.
CW AD 87-20-03 R2 Seat tracks	CW - per par (II) (C) (a) (1-7) by inspection. No defects noted.
Lube aircraft	Cleaned and greased wheel bearings and tail wheel, lubed flight controls, flight control systems and engine controls. Serviced battery.
Left and right brake cylinders are leaking at pistons	Removed calipers. Installed new o-rings on pistons (2 ea. MS28775-224). Reinstalled calipers and bled brakes. Ops and leak check ok.
Left main gear wheel bearing dust seal is deteriorated	Installed new seal (154-01300)
Service fuel system	Cleaned gascolator screen. Replaced o-ring (M83248-1-111) Leak check ok.
Vacuum regulator filter is due replacement	Replaced filter (B3-5-1). Instrument filter will be due at 2881.3 AFTT.
Right nav light is inoperative	Re-lamped (GE7512) Ops check ok.
Electric fuel pump is noisy	Installed new Weldon P/N 18000-A, S/N 154109 with new o-rings on fittings (2 ea. MS29513-014). Ops and leak check ok.
Fuel selector is leaking	De-fueled aircraft. Removed fuel selector. Replaced o-rings (1 ea. M83248-1-012, 1 ea. M83248-1-021, 2 ea. M83248-1-013). Ops and leak check ok.
Alternator field wire is shorting out on shielding	Replaced field wire. Alternator ops check ok.
Voltage regulator connector is loose on regulator	Tightened connectors
Wires are chafing on engine mount	Repositioned and secured to prevent chafing
Hobbs is inoperative	Found power wire disconnected. Reconnected wire. Ops check ok Hobbs reads 615.0
Bilge is dirty and has dead mice	Cleaned bilge
Cabin heat control cable is chafing wires under instrument panel	Repositioned and secured to prevent chafing
Prop is nicked	Dressed propeller

I certify that this aircraft has been inspected in accordance with an annual inspection and has been found to be in an airworthy condition.

Thomas P. Malechuk
Thomas P. Malechuk, IA375605708
Guardian Aviation Services, LLC

N2052Q Tach/AFTT = 2690.7

3/10/2011

Discrepancy	Corrective Action
Install electric AI	Removed ADF display and control head. Installed RC Allen 26EK-13, S/N 110M214 electric gyro in accordance with manufacturer's instructions. Weight and Balance change negligible. Ops check ok.

Thomas P. Malechuk
 Thomas P. Malechuk, IA375605708
 Guardian Aviation Services, L.L.C

N2052Q Tach/AFTT = 2693.0

4/9/2012

Discrepancy	Corrective Action
Annual inspection is due	Accomplished annual inspection
CW FAR 91.207 par (d) ELT Inspection	Accomplished inspection and test. No defects noted.
CW AD2011-10-09 To prevent seat slippage or the seat roller housing from departing from the seat rail	CW - per par (g 1-8) by inspection. No defects noted.
Lube aircraft	Cleaned and greased wheel bearings and tail wheel, lubed flight controls, flight control systems and engine controls. Serviced battery. Leak check ok.
Service fuel gascolator	Cleaned screen. No particles noted. Leak check ok.
Vacuum regulator filter is due replacement	Replaced filter (B3-5-1). Instrument filter will be due at 2881.3 AFTT.
Fuel cap gaskets are deteriorated	Installed new gaskets (2 ea. B100142-1)
Nose gear strut service is low	Replaced upper and lower strut seals (SK172-1F). Serviced fluid and nitrogen. Leak check ok.
Nose gear upper torque link bolt is bent	Installed new bolt
Nose gear spade door to control arm grommet is worn	Installed new grommet
Brakes are weak	Bled brakes. Ops check ok.
Ship battery is weak	Installed new Concord RG35AXC, S/N 40487464
Radio light rheostat is loose in instrument panel	Tightened attach nut
Flap carry through control cable is below limits	Tension in reference to AMM
Right forward exhaust clamp attach hardware is corroded	Installed new hardware

CONTINUED NEXT PAGE

3/10/2011

Corrective Action

and control head. Installed RC Allen 26EK-13, S/N 110M214
 ance with manufacturer's instructions. Weight and Balance
 check ok.

4/9/2012

Corrective Action

l inspection
 ction and test. No defects noted.
 by inspection. No defects noted.
 wheel bearings and tail wheel, lubed flight controls, flight control
 controls. Serviced battery. Leak check ok.
 particles noted. Leak check ok.
 5-1). Instrument filter will be due at 2881.3 AFTT.
 s (2 ea. B100142-1)
 lower strut seals (SK172-1F). Serviced fluid and nitrogen. Leak

net
 check ok.
 rd RG35AXC, S/N 40487464

to AMM
 are

KT PAGE

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations <small>Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)</small>
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DATE				
	Prop governor control line under right cylinder bank is corroded			Removed line. Cleaned light corrosion. Applied epoxy primer as preventative.
	Vacuum pump to firewall hose is deteriorated			Installed new hose (MILH6000-5/8)
	Flap roller bolts are one size short			Installed new hardware
	Defrost duct under left instrument panel is deteriorated			Installed new duct (CAT-8)
	Apply corrosion treatment as preventative			Applied ACF-50 to flight control and wing interiors
	Cabin heat valve on left fwd firewall is not closing completely			Replaced deteriorated Adel clamps (2 ea. MS21919WDG13). Adjusted Bowden cable. Ops ok.
	Pilot's seat vertical adjustment is stiff to operate			Lubed adjustment mechanism. Ops check ok.
	Perform normal and emergency extension test			Accomplished gear extension inspection and test. No defects noted.

I certify that this aircraft has been inspected in accordance with an annual inspection and has been found to be in an airworthy condition.

Thomas P. Malechuk
 Thomas P. Malechuk, IA375605708
 Guardian Aviation Services, LLC

N2052Q Tach/AFTT = 2701.1

7/12/2012

Discrepancy	Corrective Action
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Right brake is leaking at pressure inlet fitting
 Installed new P/N 061-14100 cylinder. Bled brake. Ops and leak check ok.

Jeffrey L. Young
 Jeffrey L. Young, A&P 2721008
 Guardian Aviation Services, LLC

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				

AC MAKE: CESSNA **SPARKCHASERS** **TACH TIME:** 2714.00
AC MODEL: 177RG _____ Aircraft Services, Inc. _____ **HOBBS:** _____
AC S/N: 177RG0452 **AIRFRAME LOGBOOK ENTRY** **A/C REG. #:** N2052Q

Date: September 26, 2012

I certify that the altimeter and static system tests and inspections required by FAR 91.411 have been performed.

The LH Altimeter, P/N United Instruments 5934P-3 S/N 441034 certified to FAR Part 43, Appendix E by Sparkchasers Aircraft Services, Inc., CRS# XSPR699K, on WO# 101394 was tested to 20,000 ft. on 09/24/2012. The associated altitude reporting system was tested to 20,000 ft. Details related to certification are on file under WO# 101394 dated 09/04/2012.

I certify the below transponder(s) has(have) been inspected and found to comply with the requirements of FAR Part 91.413 on Work Order No. 101394, dated 09/04/2012.

#1 Transponder: Make Cessna / ARC, Model RT359A, S/N 6213.

Signed *[Signature]* for
 Sparkchasers Aircraft Services, Inc.
 FAA CRS# XSPR699K

Nomenclature _____

Part No. _____

Customer _____

The aircraft and/or component inspected in accordance with current regulations was found to be air worthy for repairs are on file at this Agency

Date _____

Signed _____

SPARKCHASERS, aircraft repair station
 FAA Repair Station No. _____

Inspections, Tests, Repairs and Alterations

Endorsed with Name, Rating and Certificate Number of Repair Facility. (See back pages for other specific entries.)

RS

TACH TIME: 2714.00

HOBBS: _____

2Q

52Q
910

SPARKCHASE
aircraft services, in
Johnston County Airport (K
3223-C Swift Creek Road • Smithfield
FAA CRS# XSPR699K
Phone: (919) 934-1654
Email: sparkchasers@mindspr

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
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Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

AC MAKE: CESSNA **SPARKCHASERS** TACH TIME: 2714.00
 AC MODEL: 177RG _____ Aircraft Services, Inc. _____ HOBBS: _____
 AC S/N: 177RG0452 AIRFRAME LOGBOOK ENTRY A/C REG. #: N2052Q

Date: September 26, 2012

Removed, repaired and reinstalled Cessna / ARC RT359A Transponder s/n 6213 to comply with the requirements of FAR 91.413. Repaired leaking alternate static valve to comply with the requirements of FAR 91.411. Removed and replaced pilot's PTT Switch with new MSPS1203CO Switch. Above systems checked and found to function normally. WO# 101394 on file at Sparkchasers Aircraft Services, Inc., FAA CRS# XSPR699K.

Signed Mark G. Hudell 2437577 for
 Sparkchasers Aircraft Services, Inc.
 FAA CRS# XSPR699K

N2052Q Tach/AFTT = 2718.1 12/10/2012

Discrepancy	Corrective Action
Left brake is soft	Bled brakes. Performed overnight leak check. No leaks noted. Ok for service.

Thomas P. Malechuk
 Thomas P. Malechuk, A&P 375605708
 Guardian Aviation Services, LLC

N2052Q Tach 2737.8

AIRCRAFT MAINT. LOG ENTRY

Replaced RT 359A Transponder & Narco AR850 with Garmin GTX 327 transponder sn 83746425 using existing Transcal SSD120-30 encoder. Replaced existing coax and stub antenna. The above equipment was removed/installed as a minor alteration using practices recommended in FAA AC 43.13-1B (chap 11 sec 1, 3-20; AC 43.13-2B (chap 1,2 & 3). The above equipment was installed using the manufactures' installation manuals and guidelines. A functional ground check was performed and all related systems functioned normally. Tested above system IAW FAR 91.413 & FAR 43 appx F. Confirmed alt encoder outputs to transponder. Noted ADF tray backplate and indicator harness loosely secured under instrument panel. Removed old ADF wiring & sense cable/antenna. Details of work performed are on file on work order # 101541. Sparkchasers A/C Services CRS# XSPR699K. Revised weight & balance, equipment list as needed for transponder/encoder replacement.

Signed

[Signature]
CRS# XSPR699K

Date

Jan 18-2013

Date

1/16/13

I certify the below transponder(s) have been inspected and found to comply with the requirements of FAR Part 91.413 on Work Order No. *101541* dated *1/7/13*.

#1 Transponder: Make *Garmin*

Model *GTX327* S/N *83746425*

#2 Transponder: Make *N/A*

Model *S/N*

Signed *Donald W. Wray 2467760* for

Sparkchasers Aircraft Services, Inc.

FAA Repair Station No. XSPR699K

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE
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Description of Inspections, Tests, Repairs and Alterations

Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

DATE

N2052Q Tach/AFTT = 2771.8

7/11/2014

Discrepancy	Corrective Action
Annual inspection is due	Accomplished annual inspection
CW FAR 91.207 par (d) ELT Inspection	Accomplished inspection and test. No defects noted.
CW AD2011-10-09 To prevent seat slippage or the seat roller housing from departing from the seat rail	CW - per par (g 1-8) by inspection. No defects noted.
Lube aircraft	Cleaned and greased wheel bearings and tail wheel, lubed flight controls, flight control systems and engine controls. Serviced battery. Leak check ok.
Service fuel gascolator	Cleaned screen. No particles noted. Leak check ok.
Vacuum regulator filter is due replacement	Replaced filter (B3-5-1). Instrument filter will be due at 2881.3 AFTT.
Propeller is nicked	Dressed and painted as needed
Elevator trim cable tension is low	Rigged tension in reference to AMM
Battery box drain tube is loose	Installed new drain tube
Left cowl flap hinge is loose and worn	Installed new left piano hinge
Right cowl flap hinge pin is worn	Installed new hinge pin
Fuselage bilge has debris	Cleaned as needed
Perform normal and emergency extension test	Accomplished gear extension inspection and test. No defects noted.

I certify that this aircraft has been inspected in accordance with an annual inspection and has been found to be in an airworthy condition.

Thomas P. Malechuk
 Thomas P. Malechuk, IA375605708
 Guardian Aviation Services, LLC

N2052Q Tach/AFTT = 2791.1

8/1/2015

Discrepancy	Corrective Action
Annual inspection is due	Accomplished annual inspection
CW FAR 91.207 par (d) ELT Inspection	Accomplished inspection and test. No defects noted.
CW AD2011-10-09 To prevent seat slippage or the seat roller housing from departing from the seat rail	CW - per par (g 1-8) by inspection. No defects noted.
Lube aircraft	Cleaned and greased wheel bearings and tail wheel, lubed flight controls, flight control systems and engine controls. Serviced battery. Leak check ok.
Service fuel gascolator	Cleaned screen. No particles noted. Leak check ok.
Vacuum regulator filter is due replacement	Replaced filter (B3-5-1). Instrument filter will be due at 2881.3 AFTT.
Propeller is nicked	Dressed and painted as needed
Left and right stabilator tips are deteriorated	Installed new Stene Aviation tip fairings (2 ea. SA-1732024-1)
Spinner is cracked	Installed TCB Composite Co. STC SA01164AT Composite Spinner in accordance with TCB Composite Company "Installation Procedures and Parts List for Cessna 177RG, Composite Spinner". Weight and Balance change negligible. See FAA Form 337 dated 8/1/2015.
Nose gear strut service strut service is low	Serviced strut nitrogen
Co-pilot's door handle is stripped	Installed new handle
Propeller is nicked	Dressed and painted propeller
Perform normal and emergency extension test	Accomplished gear extension inspection and test. No defects noted.

I certify that this aircraft has been inspected in accordance with an annual inspection and has been found to be in an airworthy condition.

Thomas P. Malechuk
 Thomas P. Malechuk, IA375605708
 Guardian Aviation Services, LLC

8/1/2015

Corrective Action

Visual inspection

Inspection and test. No defects noted.

Inspected by inspection. No defects noted.

Front wheel bearings and tail wheel, lubed flight controls, flight control
systems controls. Serviced battery. Leak check ok.

No particles noted. Leak check ok.

Oil (5-1). Instrument filter will be due at 2881.3 AFTT.

Oil as needed

Aviation tip fairings (2 ea. SA-1732024-1)

Composite Co. STC SA01164.AT Composite Spinner in accordance with
company "Installation Procedures and Parts List for Cessna 177RG,
". Weight and Balance change negligible. See FAA Form 337 dated

Engine

Propeller

Extension inspection and test. No defects noted.

Inspection and has been found to be in an airworthy condition.

N2052Q Tach = 2837.0

3/17/2016

Discrepancy	Corrective Action
Left main tire is worn	Installed new Condor 15x600 6 ply tire and LeakGuard tube.
Left and right door seals are deteriorated	Installed new seals
Right door latch is out of adjustment	Adjusted latch. Ops check latch.

Philip A. Weimer
 Philip Andrew Weimer. A&P 3674457
 Guardian Aviation Services, LLC

AC MAKE: CESSNA

SPARKCHASERS

TACH TIME: 2848.60

AC MODEL: 177RG

—Aircraft Services, Inc.—

HOBBS: -----

AC S/N: 177RG0452

AIRFRAME LOGBOOK ENTRY

A/C REG. #: N2052Q

Date: May 19, 2016

I certify that the altimeter and static system tests and inspections required by FAR 91.411 have been performed.

The LH Altimeter, P/N United Instruments 5934P-3 S/N 441034 certified to FAR Part 43, Appendix E by Sparkchasers Aircraft Services, Inc., CRS# XSPR699K, on WO# 102846 was tested to 20,000 ft. on 05/17/2016. The associated altitude reporting system was tested to 20,000 ft. Details related to certification are on file under WO# 102846, dated 01/18/2016.

I certify the below transponder(s) has(have) been inspected and found to comply with the requirements of FAR Part 91.413 on Work Order No. 102846, dated 01/18/2016.

#1 Transponder: Make Garmin International, Model GTX 345, S/N 3EG001007.

Signed

Philip A. Weimer

for

Sparkchasers Aircraft Services, Inc.
FAA CRS# XSPR699K

YEAR:	RECORDING YEAR	TODAYS FLIGHT	TOTAL TIME IN	Description of Inspections, Tests, Repairs and Alterations
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AC MAKE: CESSNA **SPARKCHASERS** **TACH TIME:** 2848.60
AC MODEL: 177RG _____ Aircraft Services, Inc. _____ **HOBBS:** -----
AC S/N: 177RG0452 **AIRFRAME LOGBOOK ENTRY** **A/C REG. #:** N2052Q

Date: May 19, 2016

Removed the following equipment: 1 ea. Garmin GTX 327 Transponder at 70.5 in. and 1 ea. Transponder Stub Antenna at 81.0 in. Installed the following equipment; 1 ea. Garmin GTX 345 Transponder P/N 011-03302-00 s/n 3EG001007 at 70.3 in. and 1 ea. Comant CI-105 L-Band Transponder Antenna s/n 75419 at 81.0 in. The above Garmin GTX 345 Transponder System was installed in accordance with Garmin **STC# SA01714WI** and the Garmin GTX 3XX Part 23 AML STC Installation Manual # 190-00734-10, Rev 5, dated February, 2016. The above Garmin GTX 345 software was verified to be Version 2.02 (transponder) and Version 2.01 (ADS-B) and the Garmin GNS430W software was upgraded to Main Version 5.30 & GPS to Version 5.0. Transponder, altitude reporter and altimeter checked through altitude operating envelope of aircraft and found to meet the requirements of FAR Part 43, Appendix E(c). This Mode S Transponder system was certified in accordance with FAR 91.413. Static system integrity verified upon completion of above installation. **Instructions for Continued Airworthiness:** The Garmin GTX 345 Instructions for Continued Airworthiness are listed on page 4-1 through 4-6 of the GTX 33X and GTX3X5 ADS-B Maintenance Manual. A copy of this ICA was placed in the permanent aircraft records. The **FAA Approved Supplemental Flight Manual** for the Garmin GTX 345 (Garmin Document # 190-00734-15, Rev. 2) has been placed in the Pilot's Operating Handbook. The FAA Approved AFMS for the Garmin GNS430W (Document # 190-00356-03, Rev. E) was also placed in the Pilot's Operating Handbook. All inspection records and other documents pertaining to this major alteration are on file at Sparkchasers Aircraft Services Inc., 3223-C Swift Creek Road, Smithfield, NC 27577 under Work Order # 102846, dated 01/18/2016.

Aircraft New Empty Weight: 1825.00 lbs.
Aircraft New Empty Weight CG: 103.05 in.
Aircraft New Useful Load: 975.00 lbs.

Signed *Mark G. Dickel* for
 Sparkchasers Aircraft Services, Inc.
 FAA CRS# XSPR699K

of
es.)

Inspections, Tests, Repairs and Alterations

ASERS

TACH TIME: 2848.60

HOBBS: -----

BOOK ENTRY A/C REG. #: N2052Q

7 Transponder at 70.5 in. and 1 ea. Transponder Stub
 a. Garmin GTX 345 Transponder P/N 011-03302-00 s/n
 transponder Antenna s/n 75419 at 81.0 in. The above
 rdance with Garmin **STC# SA01714W1** and the Garmin
 -10, Rev 5, dated February, 2016. The above Garmin
 psonder) and Version 2.01 (ADS-B) and the Garmin
 GPS to Version 5.0. Transponder, altitude reporter and
 raft and found to meet the requirements of FAR Part 43,
 tified in accordance with FAR 91.413. Static system
Instructions for Continued Airworthiness: The Garmin
 on page 4-1 through 4-6 of the GTX 33X and GTX3X5
 aced in the permanent aircraft records. The FAA
 K 345 (Garmin Document # 190-00734-15, Rev. 2) has
 approved AFMS for the Garmin GNS430W (Document #
 erating Handbook. All inspection records and other
 parkchasers Aircraft Services Inc., 3223-C Swift Creek
 ed 01/18/2016.

for

N2052Q TACH = 2859.5

6/21/2016

Discrepancy	Corrective Action
Nose steering is noisy	Removed nose gear steering bungee. Secured forward "cap" onto bungee tube. Reinstalled with new hardware. Ops check OK.

Thomas P. Malachuk
 Thomas P. Malachuk A&P 375605708
 Guardian Aviation Services, LLC

N2052Q Tach/AFTT = 2887.2

9/12/2016

Discrepancy	Corrective Action
Annual inspection is due	Accomplished annual inspection
CW FAR 91.207 par (d) ELT Inspection	Replaced batteries (6 ea. Duracell D). Exp. Date Dec. 2024. Accomplished inspection and test. No defects noted.
CW AD2011-10-09 To prevent seat slippage or the seat roller housing from departing from the seat rail	CW - per par (g 1-8) by inspection. No defects noted.
Lube aircraft	Cleaned and greased wheel bearings and tail wheel, lubed flight controls, flight control systems and engine controls. Serviced battery. Leak check ok.
Service fuel gascolator	Cleaned screen. Replaced lower o-ring (MS29513-111). No particles noted. Leak check ok.
Vacuum regulator and instrument filters are due replacement	Replaced filters B3-5-1 and D9-18-1
Pilot yoke pad is loose on yoke	Re-glued pad
Right main gear tire is worn to limits	Installed new Condor 15X6.0-6 6Ply tire and new LeakGuard tube. Replaced outer felt (1 ea. 154-00300)
Left and right brake discs are worn to limits	Installed new brake discs (2ea. RA164-04000) and linings (4 ea. RA66-105)
Propeller is nicked	Dressed as needed
Alternator belt is deteriorated	Installed new belt (37A19773-376)
Propeller is indexed at the 12/6 O'clock position at TDC	Removed propeller. Re-indexed flange bushing IAW Lycoming S11098H. Reinstalled propeller with new o-ring (A1633-11). Run and leak check OK

CONT'D NEXT PAGE

Left rudder pedal is very stiff and creaks when pushed	Lubricated rudder pedal torque tube bearings. Ops check OK.
Tachometer is 100 RPM low at times at takeoff power	Lubed tachometer cable. Check on flight.
Paint propeller spinner	Painted spinner
Paint stabilator tip fairings	Painted fairings
Left muffler forward support bracket is rusty at muffler attach point	Removed bracket. Glass beaded, epoxy primed, and reinstalled.
Exhaust clamp hardware is corroded	Replaced hardware as needed
Nose gear door control rod turnbuckles are worn. Lower fork to bracket has excessive play	Installed new control rod turnbuckle barrels (2 ea. AN155-16S Barrel) , bushings (2 ea. NAS75-3-019), and clevis bolts (2 ea. AN42B-10), and lower forks (2ea. AN161-16LS). Rigged doors.
Left and right nose gear doors are chafing cowling. Outboard forward shin is chafed.	Dressed wheel well cut out belly skin edge to prevent chafing
Nose gear spade door hinge points have excessive play	Installed new attach hinge bushings (6 ea. S1896-4L1). OK for service.
Left cabin door lower hinge has excessive play	Replaced lower hinge pin
Trim tab has excessive play	Replaced control rod bolts and washers as needed
Left stabilator lower inboard fwd access plate aft outboard nutplate is missing	Installed rivnut (NAS1329A08K75)
Right stabilator lower outboard fwd skin is cracked (marked)	Stop drilled
Stabilator trim tab has play	Installed new control rod and bellcrank bolts (2ea. AN3-6, 1 ea. AN3-7, -10)
Left and right cowl flap actuator cables are worn	Installed and rigged new McFarlane control cables (2 ea. MCS1391-27)
Birds nest in tail. Bilge forward of the aft fuselage bulkhead bilge is dirty. Cabin floor bilge is dirty.	Cleaned as needed
Replace Master/Alternator switch as a preventative due to time in service	Installed new switch (S1994-1-1) Ops check OK.
Replace flap handle follow up switches as a preventative	Installed new switches (2 ea. S1906-1). Rigged switches and verified flap travel. Ops check OK.
Left brake is inop	Bled brake. Ops check OK.
Install Aveo wing, tail, and beacon strobe lights	Removed Whelen strobe light power supplies, and nav light assemblies. Installed Aveo Ultra Embedded Galactica 2-in 1 Nav/Strobe LED wing lights, Aveo Posistrobe XP Tail Nav/strobe LED light, and RedBaron Mini LED flashing beacon light.

CONT'D NEXT PAGE.

pedal torque tube bearings. Ops check OK.
 r cable. Check on flight.

Glass beaded, epoxy primed, and reinstalled.

re as needed

control rod turnbuckle barrels (2 ea. AN155-16S Barrel), bushings (2 ea. AN42B-10), and lower forks (2ea. AN161-10).

ell cut out belly skin edge to prevent chaffing

ach hinge bushings (6 ea. S1896-4L1). OK for service.

hinge pin

rod bolts and washers as needed (NAS1329A08K75)

control rod and bellcrank bolts (2ea. AN3-6, 1 ea. AN3-7, -10)

ged new McFarlane control cables (2 ea. MCS1391-27)

ed

itch (S1994-1-1) Ops check OK.

itches (2 ea. S1906-1). Rigged switches and verified flap travel. Ops check OK.

en strobe light power supplies, and nav light assemblies. Installed Aveo Galactica 2-in 1 Nav/Strobe LED wing lights, Aveo Positstrobe XP LED light, and RedBaron Mini LED flashing beacon light.

CONT'D NEXT PAGE

Lower cowl right forward nutplate is broken | Installed new nutplate
 Perform normal and emergency extension test | Accomplished gear extension inspection and test. No defects noted.
 I certify that this aircraft has been inspected in accordance with an annual inspection and has been found to be in an airworthy condition.

Thomas P. Malechuk
 Thomas P. Malechuk, IA375605708
 Guardian Aviation Services, LLC

N2052Q TACH = 2917.5 3/8/2017

Discrepancy	Corrective Action
Brake system fluid reservoir level drops down over time and brakes become inoperative	Removed landing gear legs, pulley block forward of the sector gear assy, sector gear assy, spindle brake swivel fittings, pinion shafts, and gear leg brake fluid transfer barrels. Replaced o-rings and reinstalled removed items. Bled brakes. Ops and leak check OK. Performed normal and emergency retract tests. Ops check OK.
Cigarette lighter is inop	Removed light receptacle. Replaced ground wire ring terminal. Installed USB port at original cigarette lighter location. Ops check OK.
Landing light is inoperative	Installed new LED lamp

Thomas P. Malechuk
 Thomas P. Malechuk A&P 375605708
 Guardian Aviation Services, LLC

N2052Q TACH = 2921.6 4/17/17

Discrepancy	Corrective Action
Master contactor is intermittent	Installed new contactor (S1994-1-1) Ops check OK.

Thomas P. Malechuk
 Thomas P. Malechuk IA375605708
 Guardian Aviation Services, LLC

Prop TIS = 0.0

11/16/2017

Discrepancy	Corrective Action
Annual inspection is due	Accomplished annual inspection
CW FAR 91.207 par (d) ELT Inspection	Batteries (6 ea. Duracell D). Exp. Date Dec. 2024. Accomplished inspection and test. No defects noted.
CW AD2011-10-09 To prevent seat slippage or the seat roller housing from departing from the seat rail	CW - per par (g 1-8) by inspection. No defects noted.
CW AD2017-16-01 Ameri-King Quality Standards Non-Compliance Malfunctions	CW - per par (g) by inspection in accordance with Ameri-King Periodic Maintenance, Section 3.4. No defects noted. Re-inspection is due each 12 months.
Lube aircraft	Cleaned and greased wheel bearings and tail wheel, lubed flight controls, flight control systems and engine controls. Serviced battery. Leak check ok.
Service fuel gascolator	Cleaned screen. No particles noted. Leak check ok.
Vacuum regulator filter is due replacement	Replaced filter B3-5-1
Spinner backplate is missing a blade closeout	Primed, painted and installed new close out.
Propeller is due overhaul	Removed propeller. Propeller blades were determined to be unserviceable. Installed new McCauley B2D34C207/78TCA-0, S/N 170047 propeller. Ops and leak check OK.
Propeller governor is due overhaul	Removed governor. Governor was determined to be not economical to overhaul. Installed new McCauley P/N D20893-3, M/N DC290D1/T3, S/N 170377 governor. Ops and leak check OK.
Several cowl isolator mounts are deteriorated	Installed new mounts as needed (4 ea. J7444-14)
Exhaust system is deteriorated	Removed complete system. Reinstalled with new Blo-Proof gaskets (4 ea. SL77611 and nuts (8 ea. STD1410) after repair by Dawley Aviation CRS #NJ5R069N under WO #116382, dated 10/31/2017.
Nose gear strut nitrogen is low	Serviced strut
Nose gear actuator is leaking	Removed actuator rod end and end cap. Installed new o-rings (1 ea. MS29513-020, -111). Reinstalled end cap and rod end. Safetied attach bolt and secured rod end jam nut. Ops and leak check OK.
Perform normal and emergency extension test	Accomplished gear extension inspection and test. No defects noted.

I certify that this aircraft has been inspected in accordance with an annual inspection and has been found to be in an airworthy condition.

Thomas P. Malechuk
 Thomas P. Malechuk, IA375605708
 Guardian Aviation Services, LLC

0.0	11/16/2017
Corrective Action	
Annual inspection	
Duracell D). Exp. Date Dec. 2024. Accomplished inspection and test. No	
-8) by inspection. No defects noted.	
by inspection in accordance with Ameri-King Periodic Maintenance, defects noted. Re-inspection is due each 12 months.	
wheel bearings and tail wheel, lubed flight controls, flight control controls. Serviced battery. Leak check ok.	
particles noted. Leak check ok.	
-5-1	
and installed new close out.	
Propeller blades were determined to be unserviceable. Installed new C207/78TCA-0, S/N 170047 propeller. Ops and leak check OK.	
Governor was determined to be not economical to overhaul. Cauley P/N D20893-3, M/N DC290D1/T3, S/N 170377 governor. Ops	
nts as needed (4 ea. J7444-14)	
e system. Reinstalled with new Blo-Proof gaskets (4 ea. SL77611 and 10) after repair by Dawley Aviation CRS #NJ5R069N under WO /31/2017.	
rod end and end cap. Installed new o-rings (1 ea. MS29513-020, - end cap and rod end. Safetied attach bolt and secured rod end jam nut. k OK.	
r extension inspection and test. No defects noted.	
inspection and has been found to be in an airworthy condition.	

YEAR:	RECORDING TACH	TODAYS FLIGHT	TOTAL TIME IN	Description of Inspections, Tests, Repairs and Alterations	Number of
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AC MAKE: CESSNA **SPARKCHASERS** TACH TIME: 2955.6
AC MODEL: 177R Aircraft Services, Inc. HOBBS:
AC S/N: 177RG0452 AIRFRAME LOGBOOK ENTRY A/C REG. #: N2052Q

Date: December 16, 2017

Removed the following equipment: 1 ea. STEC GPSS convertor s/n 03967, 1 ea. STECC GPS switch/annun, 1 ea. 52D54DG, 1 ea. AIM Horizon, 1 ea. Vacuum Gauge, 1 ea. KX170B, 1 ea. KI214. Installed the following equipment; Installed the following equipment; 1 ea. Garmin G5 Horizon, s/n 4JQ011673, 1 ea. Garmin G5 HSI s/n 4JQ011672, 1 ea. Garmin GMU11 s/n 56J003963 and mount, 1 ea. Garmin GAD29B s/n 5DL000250, 1 ea. Garmin GNC 255 s/n 2A8017905. The above Garmin G5 Electronic Flight Instruments were installed in accordance with the Garmin STC# SA01818WI and the Garmin G5 Part 23 AML STC Installation Manual # 190-01112-10, Rev. 7, dated 06/20/2017. G5 software was verified to be V4.10 at the time of installation. The Garmin GNC 255A System was installed in accordance with the Garmin install manual 190-01182-02 revision H dated Aug 31, 2017. Instructions for Continued Airworthiness: The Garmin G5 Instructions for Continued Airworthiness are found in section 4 of the Garmin G5 Electronic Flight Instrument Part 23 AML STC Maintenance Manual., dated September 30, 2017 Rev. 3. These instructions were included in the aircraft records. Instructions for Continued Airworthiness for the Garmin GNC255 is on condition only. The FAA Approved Supplemental Flight Manual: The following Flight Manual Supplements have been placed in the Pilot's Operating Handbook. For the Garmin G5 (Garmin Document # 190-01112-13, Rev. 4). In addition the previously installed GNS430W system was sent to Garmin for service and reinstalled, software was updated main software to V5.4 iaw SB1762 and STC SB1766. System was reinstalled, programmed as needed and ramp checked ok. Aircraft supplemental equipment list and Weight and Balance were updated. Details and other related records and other documents pertaining to this major alteration are on file at Sparkchasers Aircraft Services Inc., 3223-C Swift Creek Road, Smithfield, NC 27577 under Work Order # 103547, dated 09/12/2017.

Aircraft New Empty Weight: 1816.67 lbs.
Aircraft New Empty Weight CG: 103.23 in.
Aircraft New Useful Load: 983.33 lbs.

Signed *[Signature]* for
Sparkchasers Aircraft Services, Inc.
CRS# XSPR699K

SPARKCHASERS

TACH TIME: 2955.6

HOBBS:

A/C REG. #: N2052Q

ENTRY

performed by FAR 91.411 have been performed on the

CONDITION

SPARKCHASERS

aircraft services, inc.
Johnston County Airport (KJNX)
3223-C Swift Creek Road • Smithfield, NC 27577
FAA CRS# XSPR699K
Phone: (919) 934-1654
Email: sparkchasers@mindspring.com

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YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description:
DATE				Entries must be signed by Technician or

Registration #: N2052Q
Manufacturer: CESSNA



Part/Model No: 177RG
Work Order No: 10-20336

Squawk

1.1 Discrepancy: PERFORM 91.411 AND 91.413 C

Resolution: PERFORMED CALIBRATION OF E
I CERTIFY THE BELOW TRANSP
WITH THE REQUIREMENTS OF

#1 TRANSPONDER: MAKE: G
I CERTIFY ALL FAR 91.411 TES
CERTIFIED ALTIMETERS #1: N
GARMIN MODEL: G5 S/N: 4JQ
441034 AND ASSOCIATED ALT

THE AIRCRAFT, AIRFRAME, ENGINE, PROPELLER, OR APPLIANCE
ACCORDANCE WITH AND CURRENT MAINTENANCE RULES OF T
TO WORK PERFORMED AT THIS TIME IN RETURN TO SERVICE.

Pertinent details of maintenance are held in this Repair Station unc

Date: 05-15-18 Signature: *Matthew Witt*

Certified Repair Si

Sparkchasers Aircraft Services, Inc.
FAA CRS# XSPR699K
ALTIMETER CALIBRATION RECORD

Tested in compliance with Appendix E, Part 43, FAA Regulation

ALTITUDE	SCALE ERROR	FRICTION ERROR	Case Leak	HYSTERESIS TEST		
-1000	-15		304/min	ALTITUDE	READ	DOWN READ
0	0			10000	50%	+10
500	0			8000	40%	+5
1000	+5	15		AFTER EFFECT: 5		
1500	+10			BARO SCALE ERROR		
2000	+15	20		28.10		-1730
3000	+5	15		28.50		-1340
4000	+5			29.00		-860
5000	0	20		29.50		-390
6000	-5			29.92		0
8000	-15			30.50		+535
10000	-10	20		30.90		+895
12000	0			30.90		+975
14000	+5			ALTIMETER SERIAL NUMBER		
15000	+15	30		441034		
16000	+15			DATE TESTED		
18000	+30			05-15-18		
20000	+50	40		MECHANIC		
22000				MW		
25000				INSPECTOR		
30000				<i>Matthew Witt</i>		
35000				TESTED WITH SETRA MODEL 370		
40000				DIGITAL PRESSURE GAGE		
45000						
50000						

SPARKCHASERS

TACH TIME: 2955.6
HOBBS:
A/C REG. #: N2052Q

ENTRY

ed by FAR 91.411 have been performed on the

CONDITION

N2052Q

to 20,000'

1/12/17

87760

SPARKCHASERS

aircraft services, inc.
Johnston County Airport (KJNX)
3223-C Swift Creek Road • Smithfield, NC 27577
FAA CRS# XSPR699K
Phone: (919) 934-1654
Email: sparkchasers@mindspring.com

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YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				

Registration #: N2052Q
Manufacturer: CESSNA



TACH: 2,975.90
HOBBS: 980.70
A/C Total Time: _____
Aircraft Serial No: 177RG452
Date: 2018/05/15

Part/Model No: 177RG
Work Order No: 10-20336

Squawk

1.1 **Discrepancy:** PERFORM 91.411 AND 91.413 CERTIFICATION (MULTIPLE SYSTEMS)
Resolution: PERFORMED CALIBRATION OF BOTH GARMIN G5 UNITS IAW GARMIN G5 MM DUE TO SCALE ERROR. I CERTIFY THE BELOW TRANSPONDER(S) HAS (HAVE) BEEN INSPECTED AND FOUND TO COMPLY WITH THE REQUIREMENTS OF FAR PART 91.413 ON WORK ORDER NO. 103855, DATED 05-15-18

#1 TRANSPONDER: MAKE: GARMIN, MODEL: GTX345, S/N: 3EG001007
I CERTIFY ALL FAR 91.411 TESTS HAVE BEEN PERFORMED.
CERTIFIED ALTIMETERS #1: MAKE: GARMIN MODEL: G5 HSI S/N: 4JQ011672 #2: MAKE: GARMIN MODEL: G5 S/N: 4JQ011673, #3: MAKE: UNITED INSTRUMENTS MODEL: 5934P-3 S/N: 441034 AND ASSOCIATED ALTITUDE REPORTING SYSTEM IAW FAR PART 43 APP E TO 20000FT.

THE AIRCRAFT, AIRFRAME, ENGINE, PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND/OR INSPECTED IN ACCORDANCE WITH AND CURRENT MAINTENANCE RULES OF THE FEDERAL AVIATION REGULATIONS AND IS APPROVED WITH RESPECT TO WORK PERFORMED AT THIS TIME IN RETURN TO SERVICE.

Pertinent details of maintenance are held in this Repair Station under Work Order No 10-20336 dated .

Date: 05-15-18 Signature: *Matthew Witt* Work Order: 10-20336

Certified Repair Station Number: XSPR699K

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Inspections, Tests, Repairs and Alterations

TACH: 2,987.50

HOBBS:

A/C Total Time:

Aircraft Serial No: 177RG452

Date: 2018/08/08

TE
VERSION 5.5 TO CORRECT ISSUE

ABOVE WAS REPAIRED AND/OR INSPECTED IN ACCORDANCE
REGULATIONS AND IS APPROVED WITH RESPECT TO WORK

Order No 10-20496 dated .

246776 Work Order: 10-20496

Order: XSPR699K

8/8/2018

Corrective Action

on the landing light wire had come off. Installed terminal on
check OK.

N2052Q Tach/AFTT = 3003.4 Prop TIS = 51.4		1/14/2019
Discrepancy		Corrective Action
Annual inspection is due		Accomplished annual inspection
CW FAR 91.207 par (d) ELT Inspection		Replaced batteries (8 ea. Duracell D). Exp. Date Dec. 2024. Accomplished inspection and test. No defects noted.
CW AD2011-10-09 To prevent seat slippage or the seat roller housing from departing from the seat rail		CW - per par (g 1-8) by inspection. No defects noted.
CW AD2017-16-01 Ameri-King Quality Standards Non-Compliance Malfunctions		CW - per par (g) by inspection in accordance with Ameri-King Periodic Maintenance, Section 3.4. No defects noted. Re-inspection is due each 12 months.
Lube aircraft		Cleaned and greased wheel bearings and tail wheel, lubed flight controls, flight control systems and engine controls. Serviced battery. Leak check ok.
Service fuel gascolator		Cleaned screen. No particles noted. Leak check ok.
Install EDM-830 <i>900</i>		Removed Cessna analog tach, MAP, oil temp, oil pressure, fuel flow/pressure, ammeter, CHT, EGT, and fuel quantity gauges. Installed J.P. Instruments M/N EDM 900 Primary Engine Data Management System in accordance with STC SA01435SE in accordance with JPI Installation Manual for the EDM 900 and 930, Report 908. FAA Approved EDM-900 Supplement 900-0001 Rev E. incorporated into the AFM. Ops and leak check OK. Weight and Balance revised. See FAA Form 337 dated 1/8/2019.
Install JPI Fuel Flow Option		Installed J.P. Instruments fuel flow transducer with new hoses fabricated by Precision Hose Technology under Invoice Number 606379 dated 12/28/2018. Installation was made in accordance with STC SA00432SE and J.P. Instruments Fuel Flow Installation Manual, Report No. 503.
Install CiES Inc. digital fuel tank quantity transmitters in the main and Flint Aux tanks		Removed Cessna analog fuel quantity transmitters. Installed CiES Inc. replacement fuel quantity indicator sending units under STC #SA02511SE, AML SA02511SE, CiES Inc. Master Dwg List and the "Installation Requirements & Instructions for Continued Airworthiness" documents listed on that AML. Weight and Balance change negligible. Equipment List updated. See FAA Form 337 dated 1/8/2019.
McCauley governor ASB237B		Removed governor. Reinstalled governor after compliance by Palm Beach Aircraft Propeller, Inc. CRS #LU4R349M under WO #55287 dated 11/16/2018 in reference to manufacturer's instructions.
Nose tire is worn to limits		Installed new Condor 500X5 6 Ply tire and LeakGuard tube.
Nose gear strut nitrogen is low		Serviced nitrogen

CONT'D NEXT PAGE

CONT'D FROM PREV. Page

Right brake bleeds down	Removed right brake line fitting in right bilge. Pressure tested gear leg. No defects noted. Reconnected line fitting. Removed the right brake master cylinder. Disassembled, replaced seal (600-001-6) and o-ring (MS28775-110). Reassembled and re-installed master cylinder. Bled brake system. Ops and leak check OK.
Remove the vacuum system	Removed vacuum pump, vacuum regulator, and the instrument filter. Weight and Balance amended.
Cabin heat control is stiff to operate	Lubed - OK for service
Throttle control is stiff to operate	Lubed - OK for service
Propeller aft bulkhead blade closeout plate is missing	Installed new close out plate. Prepped, primed, and painted plate.
Left and right forward engine baffle seals are loose.	Secured seals
Right forward engine baffle support bracket at the alternator belt adjustment bolt location is broken	Installed an new bracket
Stabilator pivot mount fitting is loose on the stabilator forward spar	Re-torqued attach bolts. OK for service.
Flap over travels when 10 degrees is selected from the full down position and are intermittent	Found that the flap switch plate adjacent to the flap selector lever wiring had been tie wrapped in a way that prevented free movement of the selector switch plate and that the flap to selector plate cable was slipping at the Adel retaining clamp above the switch plate. Removed the tie wraps. Replaced the flap actuator (2 ea. V7-1C17E9-201) and flap selector switches (2 ea. S1906-1) Secured the flap input cable, and rigged the flap switch plate position and limit switches in reference to the AMM.
Apply corrosion preventive	Applied ACF-50 to the fuselage interior, flight controls, vertical stab, and wings. Applied LPS-3 to the cabin wing spar forging.
Perform normal and emergency extension test	Accomplished gear extension inspection and test. No defects noted.

I certify that this aircraft has been inspected in accordance with an annual inspection and has been found to be in an airworthy condition.

Thomas P. Malechuk
Thomas P. Malechuk, IA375605708
Guardian Aviation Services, LLC

SPARKCHASERS

aircraft services, inc.

Johnston County Airport (KJNX)

3223-C Swift Creek Road • Smithfield, NC 27577

FAA CRS# XSPR699K

Phone: (919) 934-1654

Email: sparkchasers@mindspring.com

3040.3

1068.3

N2052Q

Appendix E by
The associated
141034 certified
ed to 20,000 ft.

3, Appendix F

ations

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SPARKCHASERS

—Aircraft Services, Inc.—

AIRFRAME LOGBOOK ENTRY

TACH: 3040.3

HOBBS: 1068.3

A/C REG. #: N2052Q

AC MAKE: CESSNA

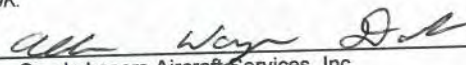
AC MODEL: 177RG

AC S/N: 177RG0452

Date: April 29, 2020

Replaced missing S-TEC System 30 function knob with new S-TEC P/N 03888 and secured with Allen set screws. Connected the previously installed JPI EDM900 to the GNS430W System for fuel data in accordance with the Garmin GNS400W Series Installation Manual #190-00356-02, Rev. M and FAA Approved Installation Manual for the J.P. Instruments EDM-900 & EDM-030 Primary Engine Data Management System (Rev. K). Performed operational ground check and found S-TEC System 30 AFCS and EDM-900 Engine Management System to function normally. The aircraft repairs and / or inspections described above have been performed in accordance with current Federal Aviation Regulations and found airworthy for return to service with respect to work performed. WO# 10-21385 on file at Sparkchasers Aircraft Services, Inc., FAA CRS# XSPR699K.

Signed



for

Sparkchasers Aircraft Services, Inc.
FAA CRS# XSPR699K

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ies.)

	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				

AC MAKE: CESSNA
AC MODEL: 177RG
AC S/N: 177RG452



TACH TIME: 3098.00
HOBBS: 1135.90
A/C REG. #: N2052Q

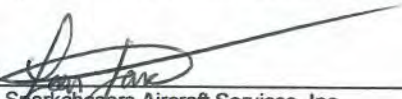
Date: April 6, 2022

I certify that the altimeter and static system tests and inspections required by FAR 91.411 have been performed.

The PRIMARY FLIGHT DISPLAY Altimeter, P/N Garmin G5 (011-03809-00), S/N 4JQ011673 certified to FAR Part 43, Appendix E by Sparkchasers Aircraft Services, Inc., CRS# XSPR699K, on WO# 10-22121 was tested to 20,000 ft. on 04/06/2022. The HSI FLIGHT DISPLAY Altimeter P/N Garmin G5 (011-03809-00), S/N 4JQ011672 certified to FAR Part 43, Appendix E by Sparkchasers Aircraft Services, Inc., CRS# XSPR699K, on WO# 10-22121 was tested to 20,000 ft. on 04/06/2022. The BACKUP Standard Altimeter, P/N United Instruments Altimeter (5934P-3) S/N 441034 certified to FAR Part 43, Appendix E by Sparkchasers Aircraft Services, Inc., FAA CRS# XSPR699K on WO# 10-22121 was tested to 20,000 ft. on 04/06/2022. The associated altitude reporting system was tested to 20,000 ft. Details related to above certification(s) are on file under WO# 10-22121, dated 04/06/2022.

I certify the below ATC transponder(s) has(have) been inspected and found to comply with the requirements of FAR Part 91.413 on Work Order No. 10-22121, dated 04/06/2022.

#1 Transponder: Make Garmin International, Model GTX345, S/N 3EG001007.

Signed  for
 Sparkchasers Aircraft Services, Inc.
 FAA CRS# XSPR699K

Inspections, Tests, Repairs and Alterations

Recorded with Name, Rating and Certificate Number of Facility. (See back pages for other specific entries.)

TACH TIME: 3098.00
HOBBS: 1135.90
A/C REG. #: N2052Q

FAR 91.411 have been performed.

S/N 4JQ011673 certified to FAR Part 43, Appendix E by 22121 was tested to 20,000 ft. on 04/06/2022. The S/N 4JQ011672 certified to FAR Part 43, Appendix E by 441034 was tested to 20,000 ft. on 04/06/2022. The BACKUP S/N 441034 certified to FAR Part 43, Appendix E by 22121 was tested to 20,000 ft. on 04/06/2022. The records to above certification(s) are on file under WO# 10-

to comply with the requirements of FAR Part 91.411

007.

for

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
DATE				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)

AC Model: 177RG
 AC Hours: 3.099.3
 AC Cycles:

AC Registration: N2052Q
 AC Serial: 177RG0452

Signature TECHNICAir
 1030 PTI Drive
 Greensboro, NC 27409



LOGBOOK ENTRY

Logbook: Airframe

Work Order: S15-66625
 Entry Date: June 27, 2022

Routine Maintenance

SEL-57-09

Performed Surface Eddy Current NDT inspection of blended reworked areas. All work accomplished in accordance with Cessna Service Letter SEL-57-09. No cracks present, no further corrosion present at this time. Removed corrosion noted at 0.020" or less. ET Tooling# S113, S/N 316. Cal Due Date 12/31/2022.

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

Pertinent details of the repair are on file at this repair station, under work order number: S15-66625.

Signed

for Signature TECHNICAir
 CRS#: EWGR752D

YEAR:	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
DATE				



EAGLE POINT AVIATION
110 Aviation Drive, Siler City, NC 27344

N2052Q Cessna
Date: 7/11/2022

177RG
Tach: 3099.3

S/N: 177RG0452
Total time: 3099.3

Completed Annual Inspection per the manufacturer's inspection guide or locally generated guide per CFR Part 43 Appendix D. AD's researched through 7/11/2022. Complied with AD's:

2022-03-15 (3/21/2022) Fuel Indication inspection N/A affected equipment not installed.

2021-23-12 (12/9/2021) Radio Altimeter Anomalies N/A affected equipment not installed.

2017-16-01 (10/24/2017) by visual and functional inspection of ELT per paragraph (g) and Ameri-King Periodic Maintenance Section 3.4, No defects found, due again on 7/11/2023.

2015-19-07 (11/2/2015) Fuel injector line inspection, complied with by visual inspection of injectors, lines, routing and clamping, per MSB 342G, Diagram 4 and Supplement 2, No defects found. Due again at 3209.30 total time or when maintenance involves the injector system or at overhaul.

2011-10-09 (6/17/2011) by visual inspection of seat rails, housings, rollers, tangs, and pin engagements. No defects found. Due again at 3199.30 total time

2004-10-14 (6/24/2004) N/A at this time, no prop strike

93-05-06 (4/29/1993) by replacement of ignition switch. Inspection and lubrication due at 4520.0 total time

Complied with Cessna SEL 57-09 carry through spar inspection and eddy current test, report filed with Textron, see Eddy current log entry, alodined, primed and sealed per SB instructions, installed headliner.

