



## AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 74 MAY 17							
<p>TACH READS 99.9 100 HRS. A.C. COMPLETED THIS DATE. CHECKED CONDITION AND OPERATION OF CONTROLS AND CONTROL SURFACES. CHECKED CONDITION OF PUMPS, CABLES AND TURN BUCKLES. REPLACED WHEEL BEARINGS, ROTATED BOTH MAIN TIRES. SERVICED BELT WITH HYD FLUID. GREASED GEAR. CHECKED GEAR RETRACTION. CHECKED GENERAL CONDITION OF ENGINE A/C.</p> <p>I CERTIFY THIS A/C HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HR. Insp. AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p style="text-align: right;">Don F. Divila AIP 3217946</p>							

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

79-08-03 Some A/D'S







Item Gyro Horizon Model \_\_\_\_\_  
 Manufacturers Name AIM Serial # 7556  
repaired

The aircraft and/or component identified above was repaired & inspected in accordance with current Civil Air Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under work order # B 835

Dated 16 Oct 74

Signed [Signature] For \_\_\_\_\_

BEMM AIRCRAFT INST. SERVICE, INC.  
 STAPLETON FIELD, DENVER, COLO. 80207

Certificate #3903  
 Instrument Class I & II

ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
HOURS	10THS	
		<u>Check Air</u>
		<u>INS AND CENTER SURFACES</u>
		<u>USE LANDING GEAR</u>
		<u>REBARK AL WHEEL</u>
		<u>CAPTIVE CHECK OIL</u>
		<u>NAV LITE REPLACES</u>
		<u>TURBID BANK FOR REPAIRS</u>
		<u>WINDSCREEN</u>
		<u>INSPECTED IN ACCORDANCE</u>
		<u>WTS BE IN AIRWORTHY</u>
		<u>Divide</u>
		<u>new windscreen this</u>
		<u>Repaired at Stapleton</u>
		<u>Ref 1440885</u>

date	hours	10ths	signature

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

19-08-03 some ADS

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
1974							
Oct 17	Acu Reads	496.8	100 Hrs / Insp	Completed			Check All Pulleys, Cables, Turn Buckles, Check Controls and Control Surfaces. Check Fuel System, Service Battery, Service Landing Gear Hydro Servo, and Brake Cyls. With Fluid. Recheck All Wheel Bearings. Replace Brake Line Pt Side. Recheck Fuel Oil. Greased Gear Pivot Points. Replaced Wires to R/NALite. Replaced Fitting to R/Wing Root to Stop Fuel Leak. R/R Turned Bank For Repair. R+R R/R Horiz. For New Glass Insulator New Windscreen. T. Certified Turbine Has Been Inspected In Accordance With A100 Helicopter And Was Determined To Be In Airworthy Condition.
							Don L. Divilo A4P2217941
Oct 17/1974	Tach time	496.8	Installed new windscreen the date:				Bernard J. Stronach A4P4410885
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

79-08-03 Some A/D's









### AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 Jan 8, 1974	Tac	Time 698.5	Serviced Battery and Brake System, and Hydraulic Power Pack. cleaned and repacked wheel bearings. Inspected Aircraft for condition and corrosion. Replaced right Brake pads and Installed Factory New Overvoltage lite. I certify this Airframe has been inspected in accordance with Cessna 100 Hour Inspection and is in an airworthy condition.				Verlin DeHaven AT#1972317
Jan 18, 1975		- Tech. Time 716.9	Installed new voltage regulator. Run engine and checked for operation output				Bruce Kessel DEP 1474943

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

79-08-03 Some  
A T'S

## AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1   VOR 2	Place	Signature		
Feb 27		TT		1975	<p>795.8 = 100 hr insp. completed. Battery serviced. Elec system checked. All controls, cables &amp; fittings checked. Wheels, tires &amp; brakes checked. Replaced pt brake. Rotated at tire. Replaced nose tire &amp; balanced. Serviced brake master cyl. Serviced hyd. power pack. Changed inst. filter. Fuel sumps drained.</p> <p style="text-align: right;">I certify that the static system tests required by F. A. R. part 91.170 have been performed.</p> <p>I certify that this Aircraft has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition.</p> <p>W.O. # <u>A18644 22775</u></p> <p>Name <u>Morris Olson</u> (Authorized Inspector)</p> <p>Clinton Aviation Co. Repair Sta. #3931</p> <p style="text-align: right;">Signature <u>[Signature]</u> Date <u>3-4-75</u> Certificate No. <u>3931</u> Clinton Aviation Co. W.O. <u>A18640</u> The altimeter, S/N <u>A4472</u> tested to <u>20,000</u> feet, on <u>10-10-73</u>, by <u>CASMA</u> W. O. No. <u>A/C50</u></p>

10-20-75  
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## AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>75</u> April 24							
<p>Total Time 893.7 100 HOUR INSPECTION COMPLETED            THIS DATE. INSPECTED ALL PULLEYS, CARLES, TURN-            BUCKLES FOR SECURITY &amp; FREEDOM OF MOVEMENT            CHECKED WHEELS TIRES BRAKES. REPACKED ALL            WHEEL BEARINGS. SERVICED BRAKE MASTER            CYLINDERS, HYDRAULIC POWER PACK SERVICED            BATTERY. INSTALLED NEW FUEL QUANTITY            TRANSMITTER IN RT TANK. DRAINED FUEL            SIMPS. CHECKED OVERALL AIRCRAFT CONDITION.            I CERTIFY THAT THIS AIRCRAFT HAS BEEN            INSPECTED IN ACCORDANCE WITH A 100 HOUR            INSPECTION &amp; WAS DETERMINED TO BE            AIRWORTHY</p>							
<p>Stephen D. Skilton            A &amp; P 2009760</p>							
<p>CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</p>							

79-05-03 Some  
A/D's

## AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
1955	VOR 1	VOR 2		19__	
9 July		Tach Time		992.5	<p>I Certify that this Aircraft was inspected in accordance with a 100 Hr Inspection. All Sys checked Elect, serviced Battery, Landing Gear Repacked All Wheel Bearings, Lubed All GREASE joints. All cables and Pulleys checked. Removed All unused Antennas (Kimo Radio)</p> <p>I Certify that this AIRCRAFT is in AN Air Worthy condition</p> <p style="text-align: right;">J. A. Hunt AIP 1928595</p>
Aug 21, 1955		Tach Time		1057.4	<p>CUW AIN 75-08-09 - by installation of New type oil pump drive shaft + gear. Also Lye. SB 38/B + 385 B</p> <p style="text-align: right;">Bernard P. ... AIP 1410885</p>

10-20-55  
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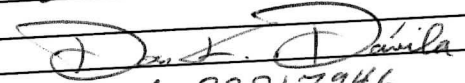
## AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>75</u> September 24	Tach	1094.1	100 hr. inspection				
serviced battery and brake reservoirs. Replaced nose gear down switch - cycled gear checked okay. Replaced panel lights rheostat. Replaced compass light. Replaced landing light and dome light bulbs. Replaced tail row light. Checked all cables, pulleys and turnbuckles. Replaced night fuel tank sending unit. Checked overall condition of airframe. I certify that this airframe has been inspected in accordance with a 100 hr inspection and was determined to be in airworthy condition.							
							S. Wiswell AEP 520 507922
Dec 8	Tach	1173.0	Repaired Lt. Door Latching Mech				
			Bleed Brakes				
			Transmitter				A. Hawk AIP 1928595

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

79-05-03 Some A/D's

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1   VOR 2	Place	Signature	19__	
12-26-75		TACH	Reeds	11937	100 Hrs. <del>Completed</del> Check All Pulleys, Cables, Turnbuckles, Check Controls, Control Surfaces, Check Elec. Sys., Service Battery, Service Brakes, Repack All Wheel Bearings, Grease Gear, Check Gear Retraction, Service Control Hyd. System, Check General Condition Of Entire A/C. I certify this A/C has been inspected in accordance with A 100 Hrs. Ins. and was determined to be in Airworthy Condition.
					 Dan K. Davila A+ P2317946

REPAIR STATION No. 708-26

1002 10-20-91  
A/C



















AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 79 5/29	Local	1794	Removed FLT To NW C661071-0101		AD	79/05/02	

MAINTENANCE RELEASE

COMPONENT Altitude SERIAL NO. A4422  
 PART - MODEL NO. C661071-0101  
 CONFORMS TO C/W F.A.R. PART 43 APPX. E 2000 FT.

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

Work Order No. 21642 Date 4-23-80  
 Technician BE Inspector Heath Z

Samuel A. Jaret  
 SIGNATURE AND TITLE OF AUTHORIZED INDIVIDUAL

19-05-01 some  
 ADS

## AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1   VOR 2	Place	Signature		
19-1-80			•	19__	<p>TACH. READS 1834.5 Annual inspection complete. Checked and lubricated all pulleys, cables and controls. Serviced battery and hydraulic reservoir. Replaced main gear actuator rod end. Retracted gear and checked rigging of nose gear. Installed new O-rings in nose strut, shimmy damper and actuator. Greased landing gear. Replaced nose wheel tire. Installed new one piece cowling flap cable <sup>LEFT</sup> and rigged. Installed new brake pads. Installed new vacuum system filter. Installed certified altimeter. <del>Removed</del> Removed engine and rebuilt. Removed engine mount &amp; painted. Replaced landing gear warning switch and cam. Complied with Cessna Service Letter no. 79-37 by re-installing rod end on main gear actuator. Installed rebuilt Dir. Gyro, Hor. Gyro &amp; Turn &amp; Bank. Reinstalled <del>the</del> engine, using new load mounts and bolts. In accordance with Cessna 177R &amp; Service Manual. Rigged all controls and checked for correct operation. Overhauled propeller and prop governor. Installed prop in accordance</p>

FORM 2003130 1A

11-1-80-20-PR

















