

EO
REPLACE BATTERY
BY ... JAN. 1994 ...

100

Cessna[®]



**AIRCRAFT LOG
AND MAINTENANCE RECORD**

N 21129 SERIAL NO. 177RG0512



AIRCRAFT LOG AND MAINTENANCE RECORD

Record of Cessna 177RG 177RG0512 N2112Q
Make Model Serial Certificate

With Engine Lycoswing IO-360-A1B6D L-12042-51A
Make Model Serial

From _____ 19____ to _____ 19____

Detailing Time From _____ Hours To _____ Hours

Owner _____

Address _____

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 74 May 20, 1974			Tested static system per FAR 91.170 appendix E and found to comply.				George French ACP 1291339
9-13-74	TJ. 129		100hr. insp. Replace Manifold Pressure gauge with New Part. P/N CL62037-106. SN 61995 Repack Repack ALT wheel Bearings. Adjusted both main gear saddles and Alt. main gear down lock switch. Nose gear over center adjustment. Replace O-Ring left Fuel Tank Cap. Lubricated all contacts. Repair crack on cowling & nose gear door. I certify that this Airframe has been insp. in accordance with a 100hr. insp and was determined to be in air worthy condition. Stanley M. Weston ACP 017686				

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
				12-20-74	TACH 222 TI. ANNUAL INSP. Installed NEW ELT UNIT ELT ANTENNA & LEAD IN IN ACCORDANCE WITH CESSNA SERVICE LETTER AD 74-10. P/N C.589510-0201, SN 76885. AD 74-20-10 DOESN'T APPLY TO THIS UNIT. AD 74-24-13 O.P. THIS AIRCRAFT HAS PERD. MECHANISM ENCODING ALTIMETER INSTALLED. CHECK ALL CABLES PULLEYS & FITTINGS. SERVICED & CHECKED GEAR IN ACCORDANCE WITH CESSNA 177RG 5M. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION & DETERMINED TO BE AIRWORTHY. Donald Bergman IA 1824365
				11 Mar 75	TACH 251.7 Complied with Bendix service Bulletin # R543 fuel Divides gasket part # 2538998 J. H. B. [Signature] 123990

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.

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 75 5-05-75	TACK 294	C/W A.D.	75-07-02				by installing new foam rubber seal on air cleaner, new part from Cessna, changed hyd fluid on gear & brakes. — Emory A. Babalian AHP 2017869
5-12-75	TACK 305		Installed new landing light.				Emory A. Babalian AHP 2017869

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

AIRCRAFT LOG

REMARKS

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
11-13-75					EXCHANGED PILOTS TURN COORDINATOR P/N 1394T100-362 INSIN 1-0448 OUTSIN 1-0488
					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 Order # 7281 Date 11-13-75 Signed <u>Gene L. Simpson</u> NORTHERN AIRMOTIVE, INC. C.R.S. # 3936 Minneapolis, Minnesota 55450
DEC 12 1975					Tach 520.8 hrs. Removed & Replaced Directional Gyro with a like item. MECHANIC <u>Kenneth D. Wilson</u> CERT. No. <u>A-1754067</u> SUNBELT AVIATION COMPANY NEWARK AIRPORT NEWARK, OHIO

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
19 <u>76</u>							
	DATE <u>12/28/76</u>		TOTAL TIME <u>280.4</u>				
	"I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.						
	SIGNATURE <u>Harold H. Prosser</u> NO. <u>A11283754</u>						
<u>12/28/76</u>	<u>Replaced main tire on above date. Mpls. Inc. #A5231096.</u>						
<u>April, 22, 1977</u>	<u>Installed new airborne Vac pumps. Donald B. Mason - 1213033-1A.</u>						

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

AIRCRAFT LOG

REMARKS

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
<u>5-18-77</u>				19 <u>77</u>	<p>all wheel bearings packed - Bearings checked - tires rotated - waste cylinder filled with fluid. Battery recharged. Flight + Pilot</p> <p>I certify that the altimeter and static system tests required by FAR Part 91.170 have been performed. The altimeter was tested to <u>20,000</u> feet on <u>Long Beach</u> 3104</p> <p>Date of Alt. Test <u>5-18-77</u> Date of Static Test <u>5-17-77</u></p> <p>Signed <u>Harold H. Prosser</u> Cert. No. <u>AP1824305</u></p> <p>Roof + stall warning checked - baggage control checked + lubricated. Landing gear reservoir filled. Landing gear hub + nut + jack pins checked. Gear retraction test satisfactory. <u>ATA-1K</u> notes checked thru <u>78-1</u> + found okay</p> <p>I certify that this aircraft has been inspected in accordance with annual inspection and was determined to be in an airworthy condition less Instrumentation and Electronics Equipment checks <u>77889-02</u> Feb-1978 <u>AP1062097A</u></p> <p align="right"><u>JOHN E. STYER</u></p>

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.

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DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 7-18-78	8		Replaced RT-Door stop pin, complied with Cessna service letter SE 78-41. Throttle control support bracket improvement. SE 78-23 (Flap limit switch attach nut insp) not applicable this serial #.				
7-18-78	19		External power reset wiring (not applicable by ser #). Complied with Cessna service letter SE 78-44. Magnetos rear bearing inspection complied with Bendix service bulletin #584B. (coil retaing devices) by fastening kit #10-382939. Complied with AD77-1947 (Bendix magnetos) part "C", "D", "B". e-mail for CRS 3409.				
7-18-78			I certify that the altimeter and static system tests required by FAR 25.1309 have been performed. The altimeter has been tested to				e-mail for CRS 3409

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

AIRCRAFT LOG

REMARKS

VOR Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
Date	Bearing error	Place		
9-14-78		Tack time	19 924	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. ★ AMERICAN AVIATION ★ FLYING CLOUD FIELD I certify that the transponder Model <u>KT-76</u> Serial <u>14509</u> has been tested as per FAR 43 appendix F and complies with FAR 91.177 biennial check Signed <u>Robert</u> for CRS 3065 Date <u>9-14-78</u>
10-19-78		Complied with fuse holder kit		CESSNA SERVICE LETTER SE 78-48 by installing in-line Raymond Miller AIP1611037

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 78 9/8/78			Install new main tires - pack main wheel bearings replace all brake linings. Tach 923.4 (Nicks F.S. Monticello)				J.M. Garfunkel 2084261
2-6-79			Tach Reading 983.3 Hrs. McCauley Propeller SN 738919 Overhauled. PO # 64309 See entry in Engine Log this date. Mafjull A/C Ser. K2 Mafjull				
DATE 3-8-79	TACH 984	Remove EIT See new WTJ BALANCE					
I CERTIFY THIS AIRCRAFT ENGINE HAS BEEN							
INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u>							
INSPECTION AND FOUND TO BE AIRWORTHY.							
<u>Henry Huggerson</u>		A&P 1495765 FA	78-18-04	OK MAG	FLAP SW.	FLAP SW.	
			78-34	OK	ALTERNATOR BRACKET		
			78-41	OK	THROTTLE CONTROL		
			78-44	OK	MAG BEARING		
			78-72	OK	TAIL CORROSION		

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

AIRCRAFT LOG

DATE	VOR Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
	Bearing error VOR 1	Place VOR 2	Signature		
June 7, 1979				19 79	Tach 1018 W.O # 53545 REINSTALLED Aero-Mechanism Exceeding ALTITUDE AFTER being overhauled S/N 1569E. Checked instrument to 20,000 ft no leaks in system. Wave tone A/P 473640887 AMERICAN AVIATION CO. FLYING CLOUD FIELD HOPKINS, MINN. 55343 Certified Repair Station #3065
Aug 2, 1979					Tach 1003 Installed overhauled Aero-Mech 8140R-20 exceeding altimeter S/N 1618E Installed overhauled rate of climb indicator S/N 57815 - see green tag 6-25-79. Leak checked static system per FAR 23.1325(G) No leaks. (NOT A STATIC CHECK) AMERICAN AVIATION CO. E.J.R. AOP1782142 FLYING CLOUD FIELD HOPKINS, MINN. 55343 Certified Repair Station #3065

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.

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					HOURS	IOths	
11/21/79	TACH 7035.1		INSTALLED BENDIX SERVICE KIT PN 10-682007 IN MAGNETO MAGNETO MUST BE REMOVED AT 1135.1 TACH TIME FOR REWORK				
			Bullig of Haley #473-28-4079 FTC - 1000 Flying Cloud Dr Eden Prairie Minn 55344				
DATE 4/5/80	TACH 1039		C/W AD 79-08-03 CIGAR LITER HAS 7.5a IN LINE FUSE, C/W 79-6 SE ALL NEW AIR AND VACUUM FITTINGS				
I CERTIFY THIS AIRCRAFT ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND FOUND TO BE AIRWORTHY. [Signature] A&P 1495765 EA							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
DEC 22, 1980		Tach 1070	[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.
					Repaired pitot line leak at wing root fittings. Aero-Mechanism altimeter, Pos Pos and altitude reporter check per AC43-6A table I. Altimeter & altitude reporter both within limits.
I certify that the Altimeter and Static System tests required by FAR Part 91.170 have been performed. The altimeter has been tested to 20,000 feet.					AMERICAN AVIATION CO. FLYING CLOUD FIELD HOPKINS, MINN. 55343 FAA CERTIFIED REPAIR STATION 3065 THE ABOVE DESCRIBED MAINTENANCE/OR REPAIR IS CERTIFIED AIRWORTHY AND A DETAILED RECORD IS HELD ON FILE UNDER W/O # 54361
			Signature Eric J. Brown		
			Date 12-22-80		
			Certificate No. 1782142		
					SIGNED [Signature] INSPECTOR
					DATE 12-22-80

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 DEC 22, 1980	Tach 1070						
<p>I certify that the transponder Model King KT-76 Serial 14509 has been tested as per FAR 43 appendix F and complies with FAR 91.177 biennial check Signed <i>[Signature]</i> CRS 3065 Date 12-22-80</p>							
<p>AMERICAN AVIATION CO. FLYING CLOUD FIELD HICKORY, ILLINOIS 62543 Certified Repair Station #3065</p>							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19__	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.
30 Apr 81					Replace vacuum regulator filter - Instrument air filter, Lubric controls. Replace EKT Battery - next due Jan 82. Jack aft ck gear operation warning horn OK Lubric controls
					I certify that this <u>AC</u> Eng. has been inspected in accordance with a <u>Annual</u> inspection & has been found <u>airworthy</u> . Sig. <u>S. Lee Hallgren</u> Cert. # <u>IA 422563969</u> FOR Van Dusen Airport Service, Inc. St. Paul Downtown Airport St. Paul, MN 55107 Date <u>21 Apr 81</u> Total Time <u>1096</u> W.O. # <u>21215</u>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 July 22, 1981	Tach Time		110 hrs. Removed King KN-60C DME. KN-62A Digital DME system. Sheet this date.				Installed King See wt + balance sheet this date. Stanley J. Mellory AP480684959
AMERICAN AVIATION CO. FLYING CLOUD FIELD HOPKINS, MINN 55343							
9-2-1961	TACH 1110.0		REPLACED VOLTAGE REGULATOR WITH NEW ONE.				Janet Reese AP1563201
6/1/1982	TACH 1174.4		CHANGED BRAKE LINING, CHECKED GEAR RETRACTION REPAIRED NOSE GEAR DOOR, CHECKED A.D. ELT DUE JAN 83				Janet Reese AP1563201

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	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.
					<p>I CERTIFY THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>6-1-1982</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>AP1563201A</p>
<p><i>(Large diagonal line through the page)</i></p>					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
7-14-83	TACH TIME 1268.		REMOVED RIGHT MAIN LANDING GEAR STRUT AND PIVOT ASSY. REMOVED INTERNAL CIRCESTON IN STRUT AND PIVOT ASSY. INSTALLED NEW BRAKE SEALS IN PIVOT ASSY. AND NEW BRAKE LINE SWIVEL BLEAD RIGHT BRAKE. REMOVED LEFT BRAKE MASTER CYLINDER AND INSTALLED NEW O-RINGS, REINSTALLED MASTER CYLINDER. ADJUSTED ACTUATING ARM TO RUDDER PEDAL AND BLEAD RT BRAKE. ADJUSTED LT AND RT. MAIN LANDING GEAR ACTUATOR ROD END PART # S2426-6 IN ACCORDANCE WITH SR 79-37 RIGGED ACTUATOR IN ACCORDANCE WITH C177R6 SERVICE MANUAL. ADJUSTED LEFT AND RIGHT MAIN GEAR DOWN LOCK HOOKS TO .010 AND ADJUSTED DOWN LOCK SWITCHES. REPLACED SWITCH CAM SPRING ON RIGHT GEAR. ADJUSTED MAIN GEAR UP SWITCHES. INSTALLED NEW NOSE GEAR ACTUATOR ROD END P.N. S2049P4TG AND ADJUSTED I/A/W C177R6 SERVICE MANUAL. ADJUSTED NOSE GEAR UP 4 ON LOCK TENSIONS TO 15-20 LBS. ADJUSTED NOSE GEAR HOOK TO AFT GEAR DOOR CROSS TUBE (SPACED TO 1/16" OVER CENTER LINK. INSTALLED NEW NOSE GEAR UP AND DN LIMIT SWITCH AND REVERSED SWITCH FROM FIREWALL FORWARD TO SWITCH FOR PROPER				
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							
							NEXT PAGE ->

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
19				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.
					TACH 1268. OPERATION. ADJUSTED SWITCH I/A/W C177R6 SERVICE MANUAL. REPLACED NOSE GEAR STEERING COLLAR BUSHINGS AND FORK BOLT ON SHIMMY DAMPER. REPAIRED CRACK IN UPPER LEFT FORWARD FEAR DOOR. INSTALLED NEW CENTER AND LT + RT DOOR HINGES, BEARINGS AND BUSHINGS AND CLEVIS PINS. REPLACED LOWER DOOR BUSHING. REPLACED LT + RT AFT GEAR DOOR HINGES AND PINS. REPLACED LEFT AND RIGHT AFT DOOR LINK BOLTS AND BUSHINGS. INSTALLED NEW CENTER SEAL ON LEFT AFT GEAR DOOR. REVERSED LANDING GEAR SYSTEM IN ACCORDANCE WITH CESSNA 177R6 SERVICE MANUAL. REF SHOP W.O. #13013 ON FILE. AOP [Signature] FOR CRS 3402
					7-14-83 TACH TIME 1268: INST AIRCRAFT FOUND TO BE IN AIRWORTHY CONDITION TO FLY I/A/W FERRY PERMIT ISSUED BY LOCAL GOOD OFFICE (FAA) [Signature] FOR CRS 3402

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10 th IS	
19 9-26-84	Tack 1286	#1296	Tightened fuel pumps inlet fittings, tightened stabilizer trim rod end nut, replaced throttle gear warning cam, AD 79-10-14 fuel tank venting NA str. #.				<p>I certify that this aircraft/ engine has been inspected in accordance with a year/annual inspection and was found to be in an airworthy condition.</p> <p>John J. Baker #1878737FA</p>
4/3/85	Replaced FLT battery	NEXT DUE FEB 1987					
11-6-85	Tack 1299	#1299	Retraction checked - ok				<p>I certify that this aircraft/ engine has been inspected in accordance with a year/annual inspection and was found to be in an airworthy condition.</p> <p>John J. Baker #1878737FA</p>

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature		
20 Aug 1986	TACK 1306	REPLACE MAIN MOUNTS AND GREASED MAIN BEARINGS. REPLACED RIGHT MAIN BRAKE LININGS.	John Tobacco ATP 1596156		
9 Sept 1986	From	Installed "SEAT LOCKED" and "FUEL CONTAMINATION" placards PER SERVICE BULLETIN SEB 86-5	Paul J. Bulow 469201186		

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DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
1986 Oct 15, 1986	Tech 1310		Pilot/static system leaks within limits Reinstalled overhauled Aeromechanics 8408-20 altimeter/encoder sln 1618E. See green tag dated 10-6-86.				I certify that transponder Model <u>KX-76</u> S/N <u>14509</u> has had a biennial test as required by FAR 91.172 and meets the requirements of FAR 43 appendix F.
<p>I certify that the Altimeter and Static System tests required by FAR Part 91.171 have been performed. The altimeter has been tested to <u>20,000</u> feet.</p> <p>Signature <u>L. J. Brown</u> Date <u>10-15-86</u> Certificate No. <u>CRS 3065</u></p> <p>THE ABOVE DESCRIBED MAINTENANCE/REPAIR IS CERTIFIED AIRWORTHY AND A DETAILED RECORD IS HELD ON FILE UNDER W/O # <u>61058</u></p> <p>SIGNED <u>L. J. Brown</u> INSPECTOR DATE <u>10-15-86</u></p> <p>Signature <u>L. J. Brown</u> Date <u>10-15-86</u> Certificate No. <u>CRS 3065</u> R.O. # <u>61058 + 55904</u></p>							
<p>AMERICAN AVIATION CO. FLYING CLOUD FIELD EDEN PRAIRIE, MN 55344 FAA CERTIFIED REPAIR STATION 3000</p>							
<p>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	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
2-9-87		Tech 1312; H 1312			<p>adjusted quick drain cables; serviced nose strut reinstalled prop nut in tail for wires to support vertical fin; thinned rear spar top vertical fin bolts; tightened left uplock pressure engine fitting gear nut; serviced gear servos with 2 pint of 75 W/100; installed new battery - 139 battery; retraction check - spot switch working; horn light AD 86-19-11 fuel pump train & placard CW; AD 86-24-07 throttle arm castulated bolt CW; AD 86- 05-02 United altimetry N/A.</p> <p>I certify that this aircraft/engine has been inspected in accordance with a 100-hour/annual inspection and was found to be in an airworthy condition.</p> <p><u>John A. [Signature]</u> #1476737 FAI</p>
2/16/87		Replaced ELT BATTERY.			<p>NEXT DUE SEPT 1988</p> <p><u>Paul [Signature]</u> 469201186</p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
3-28-88	89 mph	Laghi 1342 #1342	AD 87-20-03 RI				John A. Fisher #1478737 FA
I certify that this aircraft has been inspected in accordance with a 100 annual inspection and was found to be in an airworthy condition.							
7-1-88	Removed	ELT Emergency Beacon Corp. Model EBC 102A	Serial No. 589866 For Repairs				Paul F. Bredan 469201186
10-1-88	ELT UNDER REPAIR	IS NOT INSTALLED					Paul F. Bredan 469201186
1-30-89	ELT NOT REINSTALLED.	LOCATION TO BE CHGD.					Paul F. Bredan 469201186
4-30-89	"	"					Paul F. Bredan 469201186
7-30-89	"	"					Paul F. Bredan 469201186
10-30-89	"	"					Paul F. Bredan 469201186

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

AIRCRAFT LOG

REMARKS

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19__	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
4-4-89		Laghi 1342 #1342			Replaced left outboard brake lining, tightened ref. tabs, sending unit screws, tightened upper & center screws, bolts, tightened front bumper mount, up to strut nut, tightened left inner muffler clamp bolt, reversed nose strut with 5/16" x 1/2" air. C/W AD 76-07-92 Repairing instrument switch check - ok. C/W AD 87-20-03 RI seat rail inspection - ok, see repetitive times rear of boat for reoccurring inspection. Retractor ok.
I certify that this aircraft has been inspected in accordance with a 100 annual inspection and was found to be in an airworthy condition.					
1-30-90		ELT NOT INSTALLED.			LOCATION TO BE CHGD. Paul F. Bredan
4-30-90		"			" Paul F. Bredan 469201186
7-30-90		"			" Paul F. Bredan 469201186

177 RG ser. 512 MEMORANDA

Date	Description
AD 74-16-06	N/A this S/N
75-07-02	P/CW
76-04-03	N/A 200 AP
76-14-08	N/A this S/N
76-21-06	N/A this S/N
77-12-08	N/A this S/N John Egan
3-8-79	78-18-04 CH MAG INPUT coupling per EVERY 1000 HB.
4-5-80	AD 79-08-03 Electrical system - oh
9-26-84	AD 79-10-14 Fuel tank venting NA ser. # John C. Fisher A/P# 1878737
2-9-87	AD 86-19-11 Fuel quick drain C/W
2-9-87	AD 86-14-07 Throttle arm calibrated C/W
2-9-87	AD 86-26-04 Propeller harness adjuster spring NA
2-9-87	AD 86-05-02 United altimeter NA
*AD 87-20-03	Alt. dept. rail inspection per Annual
*AD 76-07-12	Bendix switch check ea 100 hrs. due
AD 88-12-12	Fuel Strainer C/W by 1427 HR?

Jay
1462 H

MEMORANDA

Date	Description
7-25-91	Sach 1387 #1387 Replaced lower left cowl mount tightened ref. fuel sender lower 2 bolts, C/W AD 76-07-12 Bendix switch C/P due at 1487 H, C/W AD 87-29-03 HI seat harness oh, due next annual, FLT battery due. I certify that this aircraft/engine has been inspected in accordance with a 100-hour/annual inspection and was found to be in an airworthy condition. John C. Fisher #1878737 R. Bulow 46920156
11-1-91	ELT Not Installed
12-16-91	Sach 1388 Rebuilt pump and damper replaced compass diaphragm and added fluid. John C. Fisher A/P# 1878737. repaired rear seat back stop pins.

MEMORANDA

Date	ELT battery due Feb 1997 SEPT 8890	
12-22-91	Installed ELT model EBC-100A s/n 58986 G ELT Battery Next Due Jan 1994 - <u>Chuck Kuttner</u> For modern CRS QI2R110L Avionics	
12-27-91	Removed Enc. Altimeter Y140B-29 s/n 1618E, installed United 5934P-AS6, s/n 86636, Navco AR50 s/n 83722 to be used with transponder KT76 s/n 14509. Installation Reference: AC 43.131A and 2A. Manufacturer installation instructions. Wt & balance and FORM 337 completed this Date.	
	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.	I certify that the altimeter, static system, transponder, and altitude reporter test required by FARs 91.411, 91.413 & 91.217 have been performed and found to be within the limits of FAR 43 appendices E & F and AC 43.6a. TESTED TO 20,000 feet.
	Pertinent details of the repair are on file at this repair station under Order # <u>5992</u> Date <u>12-27-91</u> Signed <u>Robert Ambrosch</u> MODERN AVIONICS INC. C.R.S. #QI2R110L Eden Prairie, Minnesota 55347	Altimeter Model <u>5934P-AS6</u> #1 S/N <u>86636</u> #2 S/N Transponder Model <u>KT76</u> #1 S/N <u>14509</u> #2 S/N Altitude Reporter <u>AR50</u> #1 S/N <u>83722</u> #2 S/N SIGNED <u>Robert Ambrosch</u> MODERN AVIONICS INC. EDEN PRAIRIE, MINNESOTA 55347 CRS QI2R110L WORK ORDER # <u>5992</u>