

Cessna[®]



**AIRCRAFT LOG
AND MAINTENANCE RECORD**

N 2170Q

SERIAL NO. 177RG0570

Cessna®

AIRCRAFT LOG
AND MAINTENANCE RECORD

Record of Cessna 177RB 177RB0570 N2170Q
Make Model Serial Certificate

With Engine Lycoming IO-360-A1B6D L-12568-51A
Make Model Serial

From _____ 19____ to _____ 19____

Detailing Time From _____ Hours To _____ Hours

Owner _____

Address _____

EXCERPT FROM THE FEDERAL AVIATION REGULATIONS

NOTE

Since the following excerpt is subject to change, a periodic check of the latest FAR, Part 91 should be made to insure that adequate maintenance records are being kept.

"FAR 91.173 Aircraft and Engine Maintenance Records. The registered owner or operator shall maintain a maintenance record in a form and manner prescribed by the administrator which shall include a current and accurate record of the total time in service on the aircraft and on each engine, a record of inspections, and a record of maintenance required by Part 18 of this sub chapter. Such records shall be:

- "(a) Presented for required entries each time inspection or maintenance is accomplished on the aircraft or engine,
- "(b) Transferred to the new registered owner or operator upon disposition of the aircraft or engine involved, and
- "(c) Make available for inspection by authorized representatives of the administrator or board."

INSTRUCTIONS FOR THE USE OF THIS LOG BOOK

All required data must be entered in the proper columns regularly. The column headed REMARKS is particularly important, for in that column must be entered the following information:

1. A record of all Line and Periodic inspections and results.
2. A record of all accidents in which the aircraft is involved, whether major or minor. All entries covering alterations or repairs to aircraft or propeller shall be endorsed by the certificated mechanic responsible for same, including his rating and certificate number.
3. A record of rigging changes; all repairs and alterations to aircraft or propeller; changes in engines or propellers; and a record of operation of both — installed, and also prior to installation.
4. When repairs or alterations to aircraft or propeller necessitate submission of FAA Form ACA 337 (Repairs and Alterations) the original of this form shall be incorporated in the back of this book, and become a part thereof; and each such incorporated form shall be noted in the REMARKS column.
5. A record of all repairs to instruments used on certificated airline aircraft.
6. Chronological listing of compliance with service bulletins, airworthiness directives, etc., including a description of the method of compliance.

MAKE ALL ENTRIES WITH PEN AND INK—MAKE NO ERASURES.

IMPORTANT NOTICE

Dear Owner:

Federal Aviation Regulation Part 91.170 requires that the static pressure system(s) and sensitive altimeter instrument(s) be inspected every two (2) years in accordance with Part 43, Appendix E, if the aircraft is to be operated in controlled airspace under IFR.

The entry in your aircraft log lists the date on which this test was performed on your static system(s) and altimeter(s). Because these tests are accomplished during instrument and aircraft assembly, this date may be a maximum of twelve (12) months prior to the date on your Airworthiness Certificate.

Because of this difference, Cessna recommends that you retest and inspect the static system(s) and altimeter(s) at your first Annual Inspection.

In following this recommendation, a schedule will be established whereby subsequent test and inspection periods will coincide with an Annual Inspection to minimize aircraft down time.

Customer Services Department
Cessna Aircraft Company

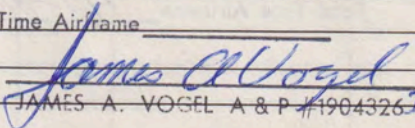
AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19	<p><i>September 5, 1975. Exchange Pilot's Altimeter Removed. MacLeod PN-135-92-1000. SN 198438. Installed Aero Mechanism PN 8140 SN 207 (Note encoder to be wire to transponder at later date.) Obam will accomplish using guidelines from FAA A/c 49.13-2 chp 11, 13</i></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>30,000</u> feet on - <u>SN 207</u> Date of Alt. Test <u>6/2/75</u> Date of Static Test <u>7/5/75</u> Signed <u>[Signature]</u> Cert. No. <u>3936</u></p>							
<p>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 # <u>2172</u> Date <u>9/5/75</u> Signed <u>[Signature]</u> NORTHERN AIRMOTIVE, INC. C.R.S. #3936 Minneapolis, Minnesota 55450</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 VOR 1 VOR 2	Place	Signature	19 ____	<p style="font-size: small; margin: 0;">Enter here general data with reference to "Line" and "Period" 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>
					<p style="font-size: large; font-family: cursive;">11/4/75 - altimeter/encoder wired to transponder and opnd check as per FAR 91.77 -</p> <p>I certify that the Transponder Model <u>ARC-BT359A</u> S/N <u>1925</u> has been modified and meets F.A.R. 91.24 and complies with FAR 91.177 & FAR-43 Appendix F.</p> <p>W.O.# <u>2-1172</u> Date <u>11/5/75</u> Signed <u>Sary Bonderson</u> NORTHERN AIRMOTIVE INC. C.R.S. # 3936 Minneapolis, Minnesota 55450</p> <p style="font-size: small; margin: 0;">The aircraft, airframe, aircraft engine, propeller, or appurtenances 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</p> <p>under Order # <u>2-1172</u> Date <u>11/5/75</u> Signed <u>Sary Bonderson</u> NORTHERN AIRMOTIVE, INC. C.R.S. # 3936 Minneapolis, Minnesota 55450</p>

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19 ____	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
76	VOR 1	VOR 2			
July 6					<p>Completed Annual inspection this date Installed 4 brake pulleys, bleed brakes Installed 2 new cowling fasteners Complied with AD 76-7-12 OK at this time</p>
					Date <u>July 6, 1976</u>
					I certify that this Aircraft has been inspected in accordance with a <u>Annual</u> Inspection and was determined to be in airworthy condition.
					Total Time Engine L <u>365 HRS</u>
					Total Time Airframe _____
					 JAMES A. VOGEL A & P #19043267A

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT	
					HOURS	10THS		
19 ⁷⁷ <i>July 26</i>			<i>Completed annual inspection, this date cleaned entire AC. Serviced battery replace RH cowling flap hinge all AD's checked through July 77 see AD list in back of this book</i>					
			Date <i>July 26, 1977</i>					
			I certify that this Aircraft has been inspected in accordance with a <i>Annual</i> inspection and was determined to be in airworthy condition.					
			Total Time Engine	<i>425</i>	<i>HR</i>	<i>5</i>		
			Total Time Airframe	<i>425</i>	<i>HR</i>	<i>5</i>		

ABERDEEN FLYING SERVICE
ABERDEEN, SOUTH DAKOTA
F.A.A. APPD. REP. STA. 3106

BY *James A. Vogel*

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT		ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
						HOURS	10THS	
19 78								
7-8						449 00		
<p>AIRCRAFT given complete inspection. Retraction Rph. c/w AD 74-20-10 by Replacement with New TRANSMITTER Equipped with MAG. BATTERIES.</p>								
<p>ABERDEEN FLYING SERVICE ABERDEEN, SOUTH DAKOTA F.A.A. APPD. REP. STA. 3106 BY <u>C. S. King</u></p>								
<p>I CERTIFY that this Aircraft - - Engine has been inspected in accordance with Periodic - - 100 Hour inspection and is determined to be in an air- worthy condition.</p> <p style="text-align: right; font-size: 1.2em;"><i>C. S. King</i></p>								
<p>CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</p>								

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT	
					HOURS	10THS		
19 79 7-17						531 00		
			ANNUAL inspection completed. All controls + SURFACES inspected. LANDING gear serviced. Gear WARNING horn switch adjusted. AD 79-8-3 ON RIGHT LIGHTER 8/1/79					
			ABERDEEN FLYING SERVICE ABERDEEN, SOUTH DAKOTA F.A.A. APPD. REP. STA. 3106 BY <u>C. L. R.</u>		I CERTIFY that this Aircraft - • Engine has been inspected in accordance with FAA ANNUAL • 100 Hour inspection and is determined to be in an air- worthy condition.			Captain C. L. Royer

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

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 80 5-9					560	00	
	ANNUAL inspection completed. All controls inspected. Landing gear retraction Run. Gear working both adjusted. Installed new type Rod end on main gear actuating cylinder 1/4 2041075-1 inspected.						
	<p>ABERDEEN FLYING SERVICE ABERDEEN, SOUTH DAKOTA F.A.A. APPD. REP. STA. 310G BY <u>C. J. K.</u></p>						
							<p>! CERTIFY that this Aircraft ! - Engine has been inspected in accordance with ANNUAL - 100 Hour inspection and is determined to be in an air-worthy condition.</p> <p style="text-align: right;"><i>Quintin L. King</i> PILOT</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	<small>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.</small>
82	VOR 1	VOR 2		19__	
16	JULY				TACH TIME 627 HRS
					1) COMPLETED ANNUAL INSPECTION AS PER CESSNA MM D991C3-13
					2) REPUSHED STAB TRIM ROD END
					3) ELT BATTERY DATED APR 84
					4) CHW AD 76-07-12 IGNITION SWITCH WSP. (RECORRING)
					5) ALL OTHER AD NOTES CURRENT
					6) WORK ORDER ON FILE THIS REPAIR STATION
I CERTIFY THAT THIS <u>AIRFRAME</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.					THORSON AVIATION REGIONAL AIRPORT ABERDEEN, SOUTH DAKOTA 57401 FAA Approved Repair Station C66-17 <i>R. A. Hyle</i> Adp 477469051

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 MAR 10, 1983	Tach 636		Checked McCauley propeller AD 82-27-02 R1 by removing spinner & checking prop hub sin. Prop hub sin 743675 Not applicable. No blade replacement history.				AMERICAN AVIATION CO. FLYING CLOUD FIELD HOPKINS, MINN. 55343
March 23, 1983	Tach Tonic 636 hrs		RO# 55288				Stanley J. Melling AP480684959
			adjusted aileron carry three cable tension per the Cessna 177RG Maintenance Manual, 30 lbs ± 10 lbs. Resealed and checked aileron travel and stop points. All OK.				

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19 ____	Enter here general data with reference to "Line" and "Periodic" inspections -- Rigging Changes -- Alterations -- Repairs -- Service Letters -- and changes in propeller or engine -- as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
VOR 1	VOR 2				
<p>Mar 23, 83 Tach time 636 hrs RO# 55289 checked static system and altimeter/encoder, Cleo Mechanism P/N 8140, S/N 707, to 20,000 ft. No leaks or out of limits noted.</p>					<p>I certify that the transponder Model <u>RT-359A</u> Serial <u>1975</u> has been tested as per FAR 43 appendix F and complies with FAR 91.172 biennial check Signed <u>[Signature]</u> for CRS 3065 Date <u>March 23, 1983</u></p>
<p>I certify that the Altimeter and Static System tests required by FAR Part 91.170 have been performed. The altimeter has been tested to <u>20,000</u> feet.</p>					
<p>Signature <u>[Signature]</u> Date <u>Mar. 23, 83</u> Certificate No. <u>AP480684959</u></p>					<p>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 # <u>55289</u> SIGNED <u>[Signature]</u> INSPECTOR DATE <u>3-23-83</u></p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 May 25, 1983	Tachtime	637 hrs	RO # 55352				
Installed 3M-Ryan WX-8 Stormscope per Ryan 3M Stormscope Installation Manual. Positioned Antenna per Book. Revised Weight and Balance and Equipment List. See Report dated this date. See also FAA Form 337 this date.							
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 # <u>55352</u> .							
SIGNED <u>[Signature]</u>			INSPECTOR				
DATE <u>5-25-83</u>							

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__	
MAY 26, 1983				Tach 637	Total 637 prop total since new 637 Annual inspection completed this date in accordance with the American Aviation Co. 100 hr/Annual inspection form. Checked position switch per AD76-07-12-OK. Complied with Cessna SE75-14 by adding clamps to hydraulic lines near main gear actuator. Complied with Cessna SE75-16 by inspecting cabin door hinge nut plate - OK. Complied with Cessna SE75-19 by adding clamps to landing gear brake lines. Complied with Cessna SE75-25 by inspecting nose gear - OK. Complied with Cessna SE77-35 by removing left front muffler support. Replaced gyro control air filter. Checked landing gear power pack motor brushes (each 500 hrs) - OK. Installed new left main gear tire. Replaced all brake linings. Repacked oil wheel bearings. Adjusted landing gear hydraulic pressure shut off switch (1500 psi shut off). Replaced high voltage warning light in instrument panel. AIDs checked thru 83-09. See rear of log for AD/SE update. Replaced taxi light.
					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 # <u>55551</u>
					SIGNED <u>Frank J. Brown</u> INSPECTOR DATE <u>5-26-83</u>

I certify that this aircraft/...
 has been inspected in accordance with
 an ANNUAL inspection and was
 determined to be in airworthy condition.

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 Sept. 8, 1953	Tach Time 677		677				
<p>Removed King KN-60C D.M.E. System. Installed King KN 64 D.M.E. System. KN 64 installed in accordance with the King KN 64 Installation manual. Revised airplane equipment lists; see new weight and balance data - this date; King Resewing magnetic compass.</p>							
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> <p>AMERICAN AVIATION CO. FLYING CLOUD FIELD HOPKINS, MINN. 55342</p> </div>							
<p>Richard Downstrom HP 46824393 Work order # 55480</p>							

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

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
May 11, 1984	Tach 707	Total 707	prop 707	Sine new			
Annual inspection completed this date in accordance with the American Aviation Co 100 hr / Annual inspection. Fuel. Checked magneto switch per AD 76-07-12 - OK Charged engine battery. Replaced battery master solenoid. Adjusted EGT calibration. Replaced EGT battery (May 1986) Replaced O rings on both fuel caps. Replaced chafe pad on nose gear over center stop arm. AD's checked thru 84-08.							
I certify that this aircraft/ engine has been inspected in accordance with on <u>ANNUAL</u> inspection and was determined to be in airworthy condition.				AMERICAN AVIATION CO. FLYING CLOUD FIELD HOPKINS, MINN. 55343 FAA CERTIFIED REPAIR STATION 3065 THE ABOVE DESCRIBED MAINTENANCE/REPAIR IS CERTIFIED AIRWORTHY AND A DETAILED RECORD IS HELD ON FILE UNDER W/O # <u>60153</u>			
				SIGNED <u>Eric J. Brown</u> DATE <u>5-14-84</u>		INSPECTOR	

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19 ____	Enter here general data with reference to "Line" and "Periodic" inspections -- Rigging Changes -- Alterations -- Repairs -- Service Letters -- and changes in propeller or engine -- as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
VOR 1	VOR 2				
May	30,	1985	Tech	725	Total 725 Prop total 725 Annual inspection completed this date in accordance with the American Aviation Co. 100 hr/Annual inspection form. Checked ignition switch per AD 76-07-12 - OK. Complied with AD 84-26-02 by installing a Bendcott BA-5710 foam air filter. Replaced outside & inside shaft O rings on both fuel caps. Tightened both fuel caps. Cleaned & repainted tops of both wings, aft of fuel cap areas. AD's checked thru 85-09
I certify that this aircraft/engine has been inspected in accordance with <u>ANNUAL</u> inspection and was determined to be in airworthy condition.				AMERICAN AVIATION CO. FLYING CLOUD FIELD EDEN PRAIRIE, MN 55344 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 # <u>60527</u>	
SIGNED <u>Eric J Brown</u>				INSPECTOR	
DATE <u>5-30-85</u>					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 May 30, 1985	Leach 725		No pitot/static system leaks. Aero-Mechanism 8240B-20 s/n 707 altimeter/altitude reported.				
<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>AMERICAN AVIATION CO. FLYING CLOUD FIELD EDEN PRAIRIE, MN 55344 FAA CERTIFIED REPAIR STATION 3065</p>				
<p>Signature <u>Eric J. Blum</u></p>			<p>THE ABOVE DESCRIBED MAINTENANCE / OR REPAIR IS CERTIFIED AIRWORTHY AND A DETAILED RECORD IS HELD ON FILE UNDER W/O # <u>60538</u></p>				
<p>Date <u>5-30-85</u></p>			<p>SIGNED <u>Eric J. Blum</u> INSPECTOR</p>				
<p>Certificate No. <u>CRS-3065</u></p>			<p>DATE <u>5-30-85</u></p>				
<p>Automatic altitude reporter tested and found within limits of AC43-6A Tested to <u>20,000</u> ft. Date <u>5-30-85</u></p>			<p>I certify that transponder Model <u>RT-359A</u> S/N <u>1975</u> has had a biennial test as required by FAR 91.172 and meets the requirements of FAR 43 appendix F.</p>				
			<p>Signed <u>David R. Nord</u></p>				
			<p>Date <u>May 30, 1985</u></p>				

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature	19__	<small>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.</small>
May 14, 1986	Tach 737	Total 737	Propeller 737	Total	Annual inspection completed this date in accordance with the American Aviation Co 100 hr/ Annual inspection Form. Replaced E&T battery (S-88). Performed a functional check & a "G" Switch test of the E&T - OK. Checked operating switch "off" check per AD76-07-12, OK. AD's checked thru 86-08. See rear of this log for AD update.
I certify that this aircraft/engine has been inspected in accordance with an <u>ANNUAL</u> inspection and was determined to be in airworthy condition.					AMERICAN AVIATION CO. FLYING CLOUD FIELD EDEN PRAIRIE, MN 55344 FAA CERTIFIED REPAIR STATION 3085 THE ABOVE DESCRIBED MAINTENANCE /OR REPAIR IS CERTIFIED AIRWORTHY AND A DETAILED RECORD IS HELD ON FILE UNDER W/O # <u>60857</u> SIGNED <u>Fred Brown</u> INSPECTOR DATE <u>5-14-86</u>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>86</u>							
<u>Aug 21, 1986</u>	<u>Tech 752</u>						
<u>Removed Aero-Mach encoding altimeter for repair. Installed a United Instruments model 5534-A-1 standard (non-encoding) altimeter s/n M4803 as a "loaner unit".</u>							
<u>FAI 91.171 check still valid from 5-30-85. Altimeter service tag held on file at this repair station under P.O. # 59787</u>							
							AMERICAN AVIATION CO. FLYING CLOUD FIELD EDEN PRairie, MN 55344 FAA CERTIFIED REPAIR STATION 3065
							THE ABOVE DESCRIBED MAINTENANCE / OR REPAIR IS CERTIFIED AIRWORTHY AND A DETAILED RECORD IS HELD ON FILE UNDER P/O # <u>59787</u>
					SIGNED	<u>[Signature]</u> INSPECTOR	
					DATE	<u>8-21-86</u>	

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__	
Sept 10 1986 TACH				757.6	Removed standard type "Hoerner" Altimeter SN M4803 and Reinstalled Auto Mech encoding Altimeter SN 90125 that was overhauled and certified by Mitchell Instruments Inc. See yellow tag dated 8/28/86. Leak checked static system and functional checked encoder and transponder OK FAR 91.171 check still valid from 5-30-85.
					AMERICAN AVIATION CO. FLYING CLOUD FIELD EDEN PRAIRIE, MN 55344
					REPAIR ORDER # 59787
Sept 19 1986 - SEAT LOCKING WARNING AND Fuel contaminate check warning installed.					E. Bolliger - Pilot
1-19-87 TACH				758	
REPLACED SOLID BRAKE LINE RT BRAKE FROM STATION 54.00 TO STATION 75.00.					
					AMERICAN AVIATION CO. FLYING CLOUD FIELD EDEN PRAIRIE, MN 55344
					REPAIR ORDER # 61154
					Terry J. Wespe AP 477564051

MEMORANDA

Date

SEE LOG # 2 3-26-86 Tech 767

18-11-1

← AD's

AD's →

MEMORANDA

SERVICE LETTERS →

Date	
5-26-83	AD 76-21-06 O.I. cooler fittings - N/A by airplane s/m E. J. Brown
5-26-83	AD 77-12-08 Ground power receptacle - N/A by airplane s/m
"	Cessna SE 74-29 Throttle bracket bolts - P/C/W at time unknown
"	Cessna SE 75-14 Landing gear hydraulic line clamps - C/W this date. Clamps installed.
"	Cessna SE 75-16 Cabin door hinge nut insp. - C/W this date - OK
"	Cessna SE 75-19 Landing gear brake line clearance - C/W this date - Clamps installed.
"	* Cessna SE 75-25 Nose gear inspection - C/W this date - OK
"	Cessna SE 77-35 Left muffler forward brace removal - C/W this date
"	Cessna SE 79-37 Landing gear actuator rod end. - P/C/W 5-9-80 - Replaced
"	Cessna SE 76-4 Nose gear switch modification - P/C/W 4-13-76
"	Cessna SE 80-6 Strapped rear muffler brace - P/C/W 5-9-80
"	Cessna SE 75-6 (Bendix RS43) fuel divider gasket - P/C/W 4-17-75 E. J. Brown

* RECURRING

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD

Aircraft, Engine, Propeller, or Appliance/Comp. Make CASNA Model 177R6 Ser.No. 177060570

AD Number	Subject	Date and Hours at Compliance	Method of Compliance	ONE-TIME	RECURRING	Next Comp. Due Date/Hours	Authorized Signature and Number
75-8-9	oil pump gears	9-16-75 300hrs	new gears installed	✓			James A. Boyd AIP #1904326JA
75-9-15	flow divider	4-17-75 196hrs	new gasket installed	✓			James A. Boyd AIP #1904326JA
76-7-12	mag switch	7-26-77 428hrs	ground run + check	✓			James A. Boyd AIP #1904326JA
SK177-31	Ldg gear switch mod	4-13-77 346hrs	new switch Inst.	✓			James A. Boyd AIP #1904326JA
74-24-13	Attimeter	1-16-75	overhauled Installed	✓			James A. Boyd AIP #1904326JA
75-7-2	Air Filter	1-16-75	Installed new seal	✓			James A. Boyd AIP #1904326JA
74-20-10	Leigh ELT	7-26-77 428hrs	Inspected & test		✓	10-26-77	James A. Boyd AIP #1904326JA
74-20-10	" "	7-8-78 449:00	Replaced (MAG)	✓			Paul S. Ryan AIP #1255189
76-7-12	switch	7-8-78 449:00	Ground check	✓		549:00	Paul S. Ryan AIP #1255189
*78-09-01	MAGNETO	7-8-78 449:00	Bendix S/B 599	✓			Paul S. Ryan AIP #1255189
79-8-3	Cigarette Lighter	P/C/W	Fuse installed	✓			Paul S. Ryan AIP #1255189
*76-7-12	switch	7-17-79 531	Ground check	✓		631.00	Paul S. Ryan AIP #1255189
76-7-12	IGNITION SWITCH	22 July 81 621	Ground cid/ o/c	✓		721	W. H. H. H. AIP #477467051

* RECURRING

AD Number	Subject	Date and Hours at Compliance	Method of Compliance	ONE-TIME	RECURRING	Next Comp. Due Date/Hours	Authorized Signature and Number
* 76-07-12	Bendix MAG. SW. WSP	15-JUL-82	AD 76-07-12		X		
82-27-02R1	McClosky props	3-10-83	Not applicable by prop S/N				Eric J. Brown
82-11-05	Bendix magneto gears	5-26-83	C/W, gears OK	X			Eric J. Brown
82-20-01	Bendix soft impulse ramps	5-26-83	N/A by time on mag				Eric J. Brown
81-18-04	Cyroming oil pump gears	9-10-81	P/C/W - new gears installed				
80-25-07	Stewart/Wissner oil cooler	5-26-83	N/A by cooler model				
80-17-24	Bendix mag. dist. block	?	P/C/W at unknown time				
79-21-08	Bendix fuel injection units	5-26-83	N/A by parts list no. (2524054-4)				
78-23-10	Bendix fuel injector	5-26-83	N/A by parts list no. "				
79-26-03	Bendix fuel " " "	5-26-83	N/A by parts list no. "				
78-10-04	Bendix D2000 magnetos	5-26-83	N/A by magneto S/N (2896)				
74-16-06	Oil pressure gauge link	5-26-83	N/A by airplane S/N				
76-14-08	Stabilizer trim actuator	5-26-83	N/A by airplane S/N				

* 0-2-2014



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

LAST PAGE

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS