

LOG # 1 RA

906.1


Cessna®



AIRCRAFT LOG

AND MAINTENANCE RECORD

N 53100 SERIAL NO. 177RG1346

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

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.

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25			DATE 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.	REMARKS
Date	Bearing error VOR 1 OR 2	Place			
Date <u>1-12-79</u> I certify that this Aircraft has been inspected in accordance with a <u>100 hr</u> inspection and was determined to be in airworthy condition. Total Time <u>291.5</u> Mechanic <u>[Signature]</u> No. <u>AP941564906</u>					
Date <u>2-22-79</u> I certify that this Aircraft has been inspected in accordance with a <u>100 hr</u> inspection and was determined to be in airworthy condition. Total Time <u>387.7</u> Mechanic <u>[Signature]</u> No. <u>AP1218642891</u> ELT Rem. for Maintenance <u>2-22-79</u>					
Date <u>2-23-79</u> Installed overhauled Airframe Indicator Total Time <u>387.7</u> Mechanic <u>[Signature]</u> No. <u>AP941564906</u> End					
Date <u>3-20-79</u> I certify that this Aircraft has been inspected in accordance with a <u>100 hr</u> inspection and was determined to be in airworthy condition. Total Time <u>482.7</u> Mechanic <u>[Signature]</u> No. <u>AP512724741</u>					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 4-16-79 I certify that this Aircraft has been inspected in accordance with a <u>100hr</u> inspection and was determined to be in airworthy condition. Total Time <u>587.7</u> Mechanic <u>R. J. [Signature]</u> No. <u>AP494564906</u> DATE <u>4-16-79</u> I certify that this AIRCRAFT has been inspected in accordance with an ANNUAL inspection and was determined to be in airworthy condition. Total Time <u>587.7</u> Inspector <u>[Signature]</u> AD 7905-2 - Lithium Sulphur Di-oxide BATT FOR BATT. KILT REMOVED. FOR MANT TO BE INSTALLED 5-22-79 END							701

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 19 ____	REMARKS Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
Date	Bearing error VOR 1 VOR 2	Place	Signature		
<p>I CERTIFY THAT THIS <u>Airframe</u> HAS BEEN INSPECTED IN ACCORDANCE WITH <u>100 hr</u> INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION AS OF THIS DATE. ALL A.D.'S CHECK FOR COMPLIANCE. SEE BACK OF LOG BOOK.</p> <p>TACH. TIME <u>687</u> HRS. <u>Philip O. Brunner</u> <u>452252496 ATP</u></p>				<p><i>Bill's Aircraft Maintenance</i> TULSA INTERNATIONAL AIRPORT 6945 E. APACHE TULSA, OK 74115 918-838-1546</p>	
<p>CW AD 79-18-06 Sept 17-79 By SENDING MAG TO BENDIX CORP WO 968739 dated 10-25-79 TAC 787 10-30-79 Serge R Durbini 1098885</p>					
<p>miss mag for inst. of stop pins per Bendix flr. TAC 795. R Durbini 1098885 11-20-79</p>					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
11-16-79	INSTALLED LNR 60 ENT. IN LEFT - 1005						
	SIN 5423 & ANTENNA						
	NO WT & BAL CHANGE						
	BATTERY DUE DATE 4-80						
	NO when 1098885 11-16-79						
	LAWRENCE AVIATION, INC.						
	LAWRENCE, KANSAS						
	I certify that this Aircraft has						
	been inspected in accordance with						
	a ^{100 hr} ANNUAL inspection and was						
	determined to be airworthy						
	A.D. Notes ^{80%} Total Time 832.8						
	CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE						
	4-15-80						

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
Date	Bearing error VOR 1 VOR 2	Place	Signature		
				19 _____	
<p>I certify that Transponder Model No. <u>RT-359A</u> SIN <u>15784</u> installed in this aircraft has been tested and inspected and found to comply with the requirements of FAR 91.177 and is approved for return to service. Date <u>4-16-80</u> signed <u>[Signature]</u> Certificate No. <u>2128001</u> for Kings Avionics, Inc. FAA Repair Station #311-7.</p>					<p>I certify that the Altimeter and static system tests required by F.A.A. Part 91.179 have been performed. The altimeter was tested to <u>20,000</u> feet on <u>4-16-80</u>. DATE</p> <p>Signature <u>[Signature]</u> Certificate No. <u>2128001</u> for Kings Avionics, Inc. F.A.A. Repair Station 311-7.</p>
<p>INSTALLED King KV-127 Blind Encoder negligible weight Change. <u>[Signature]</u> 2128001 P.S. 311-7</p>					
<p>5-8-80 INST NEW ELT BATT NEXT DUE 5-81 <u>[Signature]</u> 1098889 5-8-80</p>					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>80</u>							
<u>SEPT. 18</u>	REMOVED PNLs. & INSP. ACFT & 10/100 CESSNA SERVICE MANUAL SERVICED HYD RES. REPACKED AIR WHEEL BEARINGS. SERVICED BATTERY RECEIVED DAMAGE TO AFT FUSELAGE AT STA. 237.0 REMOVED & REPLACED WING STABILATOR. PN 1732003-7. REMOVED & REPLACED VERT. STAB. PN. 1731000-201 REMOVED & REPLACED RUDDER PN. 1733000-1. REMOVED & REPLACED RIGHT WING STRUCTURE ASSY PN. 2022002-4. FLAP ASSY. PN. 1221007-12 FLAP ASSY PN. 1221007-23 (FLIGHT TEST CHECKED O.K. CHAR. E. HANSEN 491-12-0197)						
	DAMAGE ON ACFT. DUE TO WIND DAMAGE REPLACED ALERON. RT. PN 1221006-33 REPLACED ALERON LT. PN. 1221006-34						EAST K. C. AVIATION I CERTIFY THAT THIS <u>ACFT.</u> HAS BEEN INSPECTED IN ACCORDANCE WITH <u>ANNUAL 100 HR</u> INSPECTION AND WAS DETERMINED IN AIRWORTHY CONDITION.
							DATE: <u>9/18/80</u> TACH: <u>835</u> <i>Richard W. Kuntz</i> #489602937

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

AD 81-15

AIRCRAFT

LOG TAC 921

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
8-12-81			Replaced ELT BATT	NXT DUTY	7-8.3		
			REPLACED BOTH MAIN TIRES - GRADED WINDSHIELD -				
			CHANGED OIL & FILTER - CLEANED INT NOZZLES -				
			WELDED NO 1 EX STACK - RETIRED MAGS.				
			A.D.S. CHECKED THRU 81-15				
			LAWRENCE AVIATION, INC.				
			LAWRENCE, KANSAS				
			I certify that this Aircraft has				
			been inspected in accordance with				
			100% ANNUAL Inspection and was				
			determined to be airworthy				
			AD. Notes 1.5 Total Time 92 hrs.				
			George KD 1098885				
			8-13-81				
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 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.
Date	Bearing error VOR 1 VOR 2	Place		

LAWRENCE AVIATION, INC.
LAWRENCE, KANSAS

INST. REINFORCING PLATES BOTH
SIDE LDG MOTOR MOUNTING
R.D. 1098885 8-16-82

I certify that this Aircraft has been inspected in accordance with a ^{100%} ~~ANNUAL~~ inspection and was determined to be airworthy

A.D. Notes ^{80%} / 16 Total Time 963.1
R.D. 1098885
8-10-82

Sept 1, 1983 TACH 1313 hrs.

I certify that Transponder Model# RT-359A SN 15784 installed in this aircraft has been tested and inspected and found to comply with the requirements of FAR 91.177 and is approved for return to service.
Date 9/1/83 Signed Lloyd A Hetrick
Cert. # 509621120 for Hetrick Aircraft, Inc.
FAA Repair Station #311-39.

I certify that the Altimeter and Static system tests required by FAR PART 91.170 have been performed.
The Altimeter SN M6520 was tested to 20,000 ft by HAI on 8/31/83 Static system tested on Sept 1, 1983

Lloyd A Hetrick
509621120

T175

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
Date <u>9/1/83</u>		Tach Time <u>1013.8</u>		TT <u>1013.8</u>			
I certify that this Aircraft / Engine has been inspected in accordance with a <u>100 Hour</u> inspection and was determined to be in <u>airworthy</u> condition.				Inspected Airframe, lubricated hinges & bearings, repacked wheel bearings, rotated main tires, replaced main tube, serviced Brake res. & Hydraulic res., cleaned vacuum regulator filter, serviced A/c battery & electrical			
Name <u>Lloyd A. Hetrick</u>				ELT battery on order, All AD's LISTED IN BACK			
No. <u>A2P 509621120</u>				Replaced ELT battery due 8/85			
Authorized Inspector							
HETRICK AIRCRAFT, INC. TOPEKA, KS. Repair Sta. # <u>311-39</u> W. O. No. <u>5009</u>							
<u>Sep 1 1983</u>		I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.					
<u>Tach Time 1013.8</u>		NAME <u>Lloyd A. Hetrick</u>					
<u>Total Time 1013.8</u>		NO. <u>AT 1481953</u>					
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE AUTHORIZED INSPECTOR							

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19 ____	
				Feb 15, 1983	TACH 1023 hrs
					Replaced aircraft battery using Concorde CD249 SN C154743
					Lloyd A Helrich AIP 509621120
				November 1 - 1984	TACH TIME 1074.8
					I certify that this AC has been inspected in accordance with 100 HR inspection and was determined to be in a airworthy condition. Inspected airframe lubricated hinges and bearings, repacked wheel bearings, replaced brake pads left main. serviced battery, and checked electrical system serviced hydraulic power pack, serviced brake reservoirs, replaced central vacuum filter, Checked PIT O. protection, Retraction tests ok.
				Roger D Albers	AIP 515649260

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
	Mar. 1, 1984	TOTAL TIME	1074.8 hrs.				
	I certify that this aircraft has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition.						
							Roy A. Detrick JA 509621120
	April 10-85	DTM TIME	#0-1089.1				
	Removed and replaced left fuel sump drain plunger and O-ring P/N 2016021-4 Plunger P/N NAS 1593-010 - O-RING NAS 1596-6 O-RING						
							Roger D. Albus AsP 575649260
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 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.
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19 ____	
				1985	<p>Dec 15, 1985 TACH & TOTAL TIME 1158.1 hrs</p> <p>I certify that this aircraft has been inspected in accordance with a Annual inspection and was determined to be in airworthy condition.</p> <p>All AD's listed in book</p> <p style="text-align: right;">Lloyd A Hebrack JA 509621120</p>
				1985	<p>Dec 15, 1985 TACH 1158.1 hrs</p> <p>Installed precision Pulsetite model # 2400-10-2 in aircraft and completed ° 337 form Weight change req.</p> <p style="text-align: right;">Lloyd A Hebrack A/P 509621120</p>
				1985	<p>Dec 27, 1985</p> <p>I certify that transponder Model # RT-359A SN 15784 installed in this aircraft has been tested and inspected and found to comply with the requirements of FAR 91.172 and is approved for return to service.</p> <p>Checked Enc. OK</p> <p style="text-align: right;">Lloyd A Hebrack 2308378 For Hebrack Aircraft Inc.</p>

T356

FAA Repair Station #311-39

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
	Jan 30, 1986	TACH 1160.5 hrs	Removed propeller, and had overhauled by Air Capital propeller service, McCaskey See propeller log.			B2D34C207 SN 781921	Lloyd A Nebach JA 509621120
	Date 1/8/87	Tach Time 1200.1	TT 1200.1				
<p>I Certify this <u>AIRCRAFT</u> has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition. Inspected pylons & cables, lubricated finger bearings, repacked wheel bearings & checked brake linings, serviced shimmy dampener, serviced brake res., checked vacuum filters, checked & serviced A/C battery, checked EIT due 1/87, checked gear retraction on.</p>							
							Lloyd A Nebach JA 509621120

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 _____	
					<p style="font-size: x-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.</p>
					<p>Date <u>9/29/87</u> Tach Time _____ TT _____</p> <p>I certify that the Altimeter and Static Systems Tests required by FAR Part 91.171 have been performed.</p> <p>The Altimeter P/N <u>5934 P-1</u> SN <u>M6520</u> was tested to <u>20,000</u> ft. by <u>Jo. C. Two Arzantes</u> On <u>9/28/87</u></p> <p>Static system tested on <u>Sept 29, 1987</u></p> <p>Signature <u>Lloyd A Hetrick</u> AIP509621120</p>
					<p>Date <u>1/29/88</u></p> <p>I certify that transponder model # <u>RT-359A</u> SN <u>15784</u> installed in this aircraft has been tested and inspected and found to comply with the requirements of FAR 91.172 and is approved for return to service.</p> <p>Signed <u>Lloyd A Hetrick</u></p> <p>Cert. # <u>2308378</u> For <u>Encoder OK OK</u></p>

HETRICK AIRCRAFT, INC.
FAA Repair Station #311-39.

T 480

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19 ____	
July 21,		TACU		1988	1245 hrs. Installed Rosen Products Development Inc. Supervisor System in accordance with drawing # RCS 500. <div style="text-align: right;"> <i>Lloyd A Hebrich</i> ALP 509621120 </div>
Dec 20,				1988	INSTALLED R-50 LORAN I/A/W MANUFACTURE MANUAL & AC 90-121C & AC 431B-2A. LORAN PROGRAM: NOT APPROVED FOR IFR. REVISER WEIGHT AND BALANCE. <div style="text-align: right;"> <i>Lloyd A Hebrich</i> ALP 509621120 </div>
Jan 23,				1989	REPLACED O-RING TO DOWN FITTING ON MAIN GEAR ACTUATOR. CHECKED GEAR OPERATION OK. <div style="text-align: right;"> <i>Lloyd A Hebrich</i> ALP 509621120 </div>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
9/12/89	Tach Time 1325		rotated main tires, Replaced fuel cap O-Rings Replaced Clock and fuse, checked battery and electrical systems, Replaced lower eyebolts & bushings & upper forks on nose gear doors, installed new fuel placards & cleaned aircraft David J. Jones ATP 484580436				
Dec 29, 1989	TACH 1331	Has	REPLACE ELT BATTERY Due 9/91				Lloyd A. Hebrich ATP 509621120
Date	JAN 23, 1990	Tach Time	1332	TT	1332		
I certify that the Altimeter and Static Systems Tests required by FAR Part 91.171 have been performed.							
The Altimeter P/N	5934p-1	SN	M6520	was			
tested to	20,000	ft. by	J.C. Aeronautics	On	1/17/90		
Static system tested on	Jan 23, 1990						
Signature	Lloyd A. Hebrich ATP 509621120						
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

AIRCRAFT LOG

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Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19 ____	
Nov. 26, 1990			TACH TIME	1349 Hrs	REPLACED A/C BATTERY USING CB24-11. Lloyd G Hebrich AIP 509621120
Dec 19, 1990					REPLACED TURN COORDINATOR WITH REBUILT ONE FROM KINGS AVIATICS. Lloyd G Hebrich AIP 509621120
Date <u>5/4/91</u> Tach Time <u>1360.1</u> TT <u>1360.1</u>					
INSPECTED PULLEY AND CABLES, LUBRICATED HINGES AND BEARINGS, REPACKED WHEEL BEARINGS, CHECKED BRAKE LINES, SERVICED BRAKE RES, CHECKED LANDING GEAR RETRACTION, SERVICED RES., REPLACED CENTRAL & REC FILTERS, SERVICED SHOCK DAMPENER, GROUND LANDING GEAR, & ELT BATTERY DUE 9/91 CHECKED & SERVICED BATTERY					I certify this <u>AIRCRAFT</u> has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition. Lloyd G Hebrich JA 509621120
Ch AD	AD	87-20-03 R2	BY INSP. OF	SEAT TRACKS & LOCK MECH.	
Ch AD	AD	76-07-12	BY INSP. OF	IGN. SWITCH	
ALL	AD	LISTEN IN BACK			

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
Date	Feb 14, 1992						
	I certify that transponder model #		RT-359A				
	SN	15784	installed in this aircraft has been tested and inspected and found to comply with the requirements of FAR 91.413 and is approved for return to service.				
	Signed	91.413	<i>Alex G Hebard</i>				
	Cert. #	2308378	For Chicago Snowbird				
	HETRICK AIRCRAFT, INC. FAA Repair Station # BT139 INT2R006L						
			Date 2/14/92	Tech Time 1380		TT 1380	
			I certify that the Altimeter and Static System Tests required by FAR Part 91.411 have been performed.				
			The Altimeter P/N 91.411	5931P-1	SN	116520	was
			tested to 20,000	ft. by Jo G. T...	On	2/14/92	
			Static system tested on	2/14/92			
			Signature	<i>Alex G Hebard</i>		AIP509621120	

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

AIRCRAFT LOG

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Date	Bearing error VOR 1 VOR 2	Place	Signature		
9/19/91		RICH	1373 HZ		REPLACED ELT BATTERY NEXT DUE 8/93 <div style="text-align: right;"> <i>Alfred A Hebrard</i> AIP 509621120 </div>
6/23/92			Tach Time <u>1391</u> TT <u>1391</u>		INSPECTED PULLEYS & CABLES, LUB. HINGES & BEARINGS, REPACKED WHEEL BEARINGS, SERVICED SWIMMING DAMPERS, REPLACED BOTH NYD NOSES TO MAIN GEAR ACTUATOR & NOSE GEAR ACTUATOR TO CW SB 92-8, SERVICED NYD RES., CHECKED GEAR RETRACTION OK, REPLACED VACUUM REG FILTER & CENTRAL FILTER, REPLACED O-RINGS TO BRAKE CAL., BLEED BRAKES, GREASED LANDING GEAR, SERVICED BATTERY, CHECKED ELT OPERATION DUE 8/93 CW AD 87-20-03 R2 BY INSP OF SEAT TRACKS, CW AD 76-07-12 BY INSP OF IGN SWITCH, <div style="text-align: right;"> <i>Alfred A Hebrard</i> IA 509621120 </div>
I certify this <u>AIRCRAFT</u> has been inspected in accordance with a <u>ANNUAL</u> 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							
8/24-92	INSTALLED	WX-900	Per MAJ	PROCES			<i>John S. Decker</i> THIS DATE
	weight & Balance	for load.	Room	337			
Kings Avionics, Inc.			TF2R185L				
The aircraft and/or component identified was repaired and inspected in accordance with current federal air regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency.							
	<i>Gary L. Mow</i> Sig.		2347800				
	Hobbs/Tac	1407.4	W.U.#	47512			

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



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

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS