

AIRCRAFT DATA

1. Nationality & Registration N3107T
2. Manufacturer's Designation
(Make & Model) 177
3. Manufacturer's Serial
Number 177-00407
4. Type Approval or
Specification Number _____
5. Date of Manufacture 1967
6. Aircraft Inspection Cycle



Section 1: Airframe Log

DATE / /	AIR TIME		LANDINGS / CYCLES		DETAILS OF TASK (INSPECTION, REPAIRS & REPLACEMENT)
	DAILY TOTAL	TOTAL	DAILY TOTAL	TOTAL	
	HRS MIN	HOURS MIN			
CARRIED FORWARD					

wo: 11222 Airframe - page 1 of 1

SkyWorld Aviation, Inc - 5083 Airport Rd, Hangar 20, PO Box 147 - MIDLAND, VA 22728 - 540-788-9300

N3107T Tach: 1374.2	CESSNA, 177, S/N: 17700407 Hobbs: 1290.0	June 27, 2019
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Replaced left brake caliper cylinder and piston, Replaced right brake caliper cylinder and piston, Cylinder PN 061-01900 QTY 2, Piston PN 062-01600 QTY 2, operational check ok.

Michael Smith
Michael Smith A & P 4235959

wo: 11916 Airframe - page 1 of 1

SkyWorld Aviation, Inc - 5083 Airport Rd, Hangar 20, PO Box 147 - MIDLAND, VA 22728 - 540-788-9300

N3107T tach: 1403.84	CESSNA, 177, S/N: 17700407 hobbs: 1329.0	September 3, 2020
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Installed a overhauled Manifold pressure gauge P/N 6000 S/N 55235. Replaced 4 inches of new SCEET tubing between air box and carburetor. Replaced faulty 10K ohm potentiometer with P/N RV4NAYS103A for Sandel back-lighting. Operational check and ground runs satisfactory.

Zachary Gatewood A&P IA 3799160 *Zachary Gatewood*

wo: 11702 Airframe - page 1 of 1

SkyWorld Aviation, Inc - 5083 Airport Rd, Hangar 20, PO Box 147 - MIDLAND, VA 22728 - 540-788-9300

N3107T tach: 1393.1	CESSNA, 177, S/N: 17700407 AFTT: 5435.77 Eng TSMOH: 0.0	August 3, 2020
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- Performed Annual inspection IAW CFR 43.13 appendix d and Cessna 177 inspection guide. Removed seats, all wing, fuselage and empennage access panels. Removed and installed new vacuum regulator filter PN: RAB3-5-1 and instrument filter PN: RAD-9-14-5. Removed and installed new induction air filter PN: BA-5705. Lubed aircraft as required. Reinstalled all access panels and seats. All AD's have been checked and complied with thru 8/3/2020.
- Found AD 68-17-04 previously complied with on 5/28/1969 by installing Cessna PN: 0413483-2 and wire mesh per air frame log entry on 5/28/1969.
- Adjusted idle to 800 rpm and mixture rise. Ops check ok
- Complied with AD 70-24-04 by function check. No defects noted. Next inspection due 5535.77 AFTT.
- Complied AD 71-24-04 by visual inspection. Hoses installed are TSO-C53a Type C. No further action required.
- Complied with AD 72-03-03 R3 by cleaning and lubing flap jack screw. Next due JULY 2021.
- Complied with AD 11-10-09 by dimensional inspection. No defects noted. Next due 5535.77 or JULY 2021.
- Verified AD 86-24-07 has the correct hardware installed. No further action required.
- Removed brittle autopilot static tubing and installed new tubing.
- Performed ELT inspection IAW CFR 91.207 (d). No defects noted. Batteries due replacement DEC 2024. Next inspection due JULY 2021.
- Removed Sky-Tec starter PN: 122-12LS, SN: H-S032059. Installed new Sky-Tec starter PN: 149-NL, SN: H-U060543. Ops check good.
- Checked vacuum regulator and found it only connected to the vacuum gage. No other vacuum instrument installed. No further action required.
- Removed and installed three Skybolt cowl mounts PN: SK2003-51ADJ

I certify this aircraft has been inspected IAW an Annual inspection and is approved for return to service.

Richard Pittman, Jr A & P 2682885 IA *Richard Pittman, Jr*

NAME/
SIGNATURELICENCE:
AME or
AMO/ACA

11/05/2020

Tach: 1421.27

N3107T

S/N 17700407

Performed Pre-buy Inspection. Compressions were 78/80, 78/80, 79/80, 78/80. Changed oil and cut filter with no defects noted. Replaced muffler p/n 1754001-25 due to a crack in the RH side. Tightened/safetied loose bolt on alternator arm. Tightened LH P-lead at magneto. Secured mag wires to clear prop governor cable. Adjusted Prop governor stop, and secured cable to remove excessive play. Put new cotter pin in prop governor rod-end that was unsafetied. Replaced mixture cable p/n MC600-72 due to being extremely stiff. Rigged mixture cable. Replaced carb inlet scat tube and carb heat scat tube. Tightened JPI fuel flow line. Replaced fuel line p/n 1700121-83 from strainer to pump, due to a cracked flare that was leaking. Tightened carb drain plug that was leaking. Replaced LH and RH flexible brake lines from gear leg to caliper due to dry rotting. Post run/ ops check normal, no defects noted.

Matthew Queen A&P/IA 2860869



11/05/2020

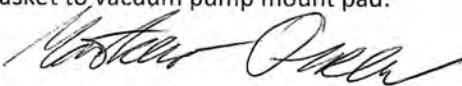
Tach: 1421.27

N3107T

S/N 17700407

After avionics upgrade, no additional vacuum instruments remained. Removed Vacuum Pump, Suction gauge and all associated lines. Moved the line from the vacuum pump outlet to the air/oil separator to the upper deck baffling IAW airwolf installation manual. Installed SL60430 cover plate and gasket to vacuum pump mount pad.

Matthew Queen A&P/IA 2860869



Section 1: Airframe Log

2

DATE / /	AIR TIME				LANDINGS / CYCLES		DETAILS OF TASK (INSPECTION, REPAIRS & REPLACEMENT)
	DAILY TOTAL		TOTAL		DAILY TOTAL	TOTAL	
	HRS	MIN	HOURS	MIN			
CARRIED FORWARD							

'Flight-Deck Avionics, LLC' 237 N. 2370 W., Salt Lake City, UT 84116: CRS# F62R677Y Form No. FD-007

Tail #: N3107T Mfg: Cessna Model: 177 Serial: 17700407

This Is A Permanent Logbook Entry:

Removed King KMA 24 Audio panel, P/N-066-1055-03, S/N-107953, from top of radio stack at an arm of 71.37" and a wt. of 1.7 lbs. Removed PS Engineering PM1000II, P/N-11905, S/N-VM-08195-CR, Intercom from radio stack at an arm of 71.50" and a wt. of 0.50 lbs.
 Installed Garmin GMA 345 Audio panel, P/N-011-03520-00, S/N-3Z0008390, at top of radio stack at an arm of 71.37 and a wt. of 1.78 lbs. Installation accomplished in accordance with the Garmin GMA 345 installation manual, No. 190-01878-02, Rev.5, dated 10/31/2020. Ground tests check good. No defects noted.

The above identified aircraft has been maintained and inspected in accordance with current CFRs and is approved for return to service. Details are on file at this station under work order no. 13030.

Signed: James Goodrich Date: 01/27/2021
Digitally signed by James Goodrich
 DN: cn=James Goodrich, o=Flight-Deck Avionics, LLC, ou=CRS
 F62R677Y, email=jgoodrich@flightdeckavionics.com, c=US
 Date: 2021.01.27 15:32:02 -0700

(FAA CRS# F62R677Y)

'Flight-Deck Avionics, LLC' 237 N. 2370 W., Salt Lake City, UT 84116: CRS# F62R677Y Form No. FD-007

Tail #: N3107T Mfg: Cessna Model: 177 Serial: 17700407

This Is A Permanent Logbook Entry:

Removed Narco MK 12D NAV/COM, S/N-57816, from radio stack at an arm of 70.0" and a wt. of 6.0 lbs. Installed Garmin GNC 255A Nav/Com, P/N-011-02806-00, S/N-2A8024876, in radio stack at an arm of 70.0" and a wt. of 3.96 lbs. Installation accomplished in accordance with the Garmin GNC 255A Installation Manual, No. 190-01182-01, Rev. K, Dated 10/31/2020. Ground tests check good. No defects noted.

The above identified aircraft has been maintained and inspected in accordance with current CFRs and is approved for return to service. Details are on file at this station under work order no. 13030.

Signed: James Goodrich Date: 01/27/2021
Digitally signed by James Goodrich
 DN: cn=James Goodrich, o=Flight-Deck Avionics, LLC, ou=CRS
 F62R677Y, email=jgoodrich@flightdeckavionics.com, c=US
 Date: 2021.01.27 15:33:02 -0700

(FAA CRS# F62R677Y)

'Flight-Deck Avionics, LLC' 237 N. 2370 W., Salt Lake City, UT 84116: CRS# F62R677Y Form No. FD-007

Tail #: N3107T Mfg: Cessna Model: 177 Serial: 17700407

This Is A Permanent Logbook Entry:

Removed Narco AT 150 Transponder, S/N-10540, from radio stack at an arm of 70.0" and a wt. of 2.3 lbs. Installed Garmin GTX 327 Transponder, P/N-011-00490-00, S/N-83719378, at bottom of radio stack at an arm of 71.5" and a wt. of 3.30 lbs. Installation accomplished in accordance with the Garmin GTX 327 Installation Manual, No. 190-00187-02, Rev. S, Dated Jan. 31, 2020. Performed ground tests in accordance with 14 CFR Part 43, Appendix F & E(c), to comply with 14 CFR Part 43, 91.413. Ground tests check good. No defects noted.

The above identified aircraft has been maintained and inspected in accordance with current CFRs and is approved for return to service. Details are on file at this station under work order no. 13030.

Signed: James Goodrich Date: 01/27/2021
Digitally signed by James Goodrich
 DN: cn=James Goodrich, o=Flight-Deck Avionics, LLC, ou=CRS
 F62R677Y, email=jgoodrich@flightdeckavionics.com, c=US
 Date: 2021.01.27 15:33:02 -0700

(FAA CRS# F62R677Y)

PAGE
TOTALS

3

NAME/
SIGNATURELICENCE:
AME or
AMO/ACA

'Flight-Deck Avionics, LLC' 237 N. 2370 W., Salt Lake City, UT 84116 CRS# F62R677Y Form No. FD-007

Tail #: N3107T Mfg: Cessna Model: 177 Serial: 17700407

This Is A Permanent Logbook Entry:

Removed Sandel SN3308 EHSI, P/N-SN3308-00-BL, S/N-1737, from pilot instrument panel at an arm of 69.0" and a wt. of 2.9 lbs. Removed King KG 102A DG, P/N-060-0015-00, S/N-48526, from equip. shelf in tail at an arm of 178.0" and a wt. of 4.8 lbs. Removed King KMT 112 Flux Valve, P/N-071-1052-00, S/N-54649, from mount in tail section at an arm of 254.5" and a wt. of 0.3lbs. Removed NAT RS12-020 Relay unit, S/N-3828, from under pilots panel at an arm of 67.0" and a wt. of 0.44 lbs. Removed Garmin GNC300XL GPS/COM, P/N-011-00433-00, S/N-95100848, from radio stack at an arm of 71.66" and a wt. of 3.38 lbs. Removed Garmin battery pack, P/N-011-00182-00, from under panel at an arm of 70.50" and a wt. of 1.40 lbs. Removed Garmin GA 56 GPS antenna, P/N-011-00134-00, S/N-59033550, from top of fuselage at an arm of 102.0" and a wt. of 0.25 lbs.

CONTINUED NEXT PAGE:

4

'Flight-Deck Avionics, LLC' 237 N. 2370 W., Salt Lake City, UT 84116 CRS# F62R677Y Form No. FD-007

Tail #: N3107T Mfg: Cessna Model: 177 Serial: 17700407

This Is A Permanent Logbook Entry:

(continued)

Installed Garmin GNC 355 GPS/COM, P/N-011-04956-00, S/N-5YR002232, in radio stack at an arm of 70.0" and a wt. of 1.9 lbs. Installed Garmin G5 EFI (HSI), P/N-011-03809-00, S/N-4JQ046473, in pilots instrument panel, at an arm of 73.0" and a wt. of 0.98lbs. Installed Garmin GMU 11 Magnetometer, P/N-011-04349-01, S/N-56J023431, in right wing tip at an arm of 122.0" and a wt. of 0.26 lbs. Installed Garmin GAD 29B adapter, P/N-011-03236-11, S/N-5DL012996, under chart box at an arm of 68.0" and a wt. of 0.65 lbs. Installation of the Garmin GNC 355, G5 EFI HSI, with GAD 29B and GMU 11, was accomplished in accordance with FAA Form 337 dated 1/27/2021. Ground tests performed and check good. No defects noted.

The above identified aircraft has been maintained and inspected in accordance with current CFRs and is approved for return to service. Details are on file at this station under work order no. 13030.

Signed: James Goodrich Date: 01/27/2021

(FAA CRS# F62R677Y)

5

'Flight-Deck Avionics, LLC' 237 N. 2370 W., Salt Lake City, UT 84116 CRS# F62R677Y Form No. FD-009

Tail #: N3107T Mfg: Cessna Model: 177 Serial: 17700407

This Is A Permanent Logbook Entry:

Performed tests and inspections in accordance with 14 CFR 43: ☒ Appendix E to comply with 14 CFR 91.411 ☒ Appendix F to comply with 14 CFR 91.413

UNIT	MFG	MODEL	PART #	SERIAL #	TEST ALTITUDE / DATA CORRESPONDENCE
Altimeter 1	Garmin	G5 AI	011-03809-00	4JQ034061	20,000'
Altimeter Stby	United	5934PA-1	5934PA-1	3E450	20,000'
Encoder	ACK	A30	A30	13178	20,000'
Transponder	Garmin	GTX 327	011-00490-00	S/N-83719378	20,000'

The above identified aircraft has been maintained and inspected in accordance with current CFRs and is approved for return to service. Details are on file at this station under work order no. 13030.

Signed: James Goodrich Date: 1/27/2021

(FAA CRS# F62R677Y) Recertification Due: January 2023

Section 1: Airframe Log

DATE	AIR TIME		LANDINGS / CYCLES		DETAILS OF TASK (INSPECTION, REPAIRS & REPLACEMENT)
	TOTAL		DAILY TOTAL	TOTAL	
	HRS	MIN			

Engine: Lycoming	 Woodhouse Aviation, LLC 2050 N 300 W, Hangar #63 Spanish Fork, UT 84660	Tach: 1454.3	Hobbs: 1385.1
Model: O-360-A1A		TTA:	
Serial #: RL-30300-36E		TTE:	
Reg #: N3107T		TSMOH:	

Removed failed starter. Installed new starter, SkyTec part #149-NL, serial #H-U111560. See Form 8130-3 added to aircraft files under tracking #H-U111560 dated 11/23/2020.

Date: 01/29/2021

Signature:  Brett Woodhouse, A&P2741866IA

Airframe: Cessna	 Woodhouse Aviation, LLC 2050 N 300 W, Hangar #63 Spanish Fork, UT 84660	Tach: 1460.12	
Model: 177		TTA: 5502.79	
Serial #: 17700407		Hobbs: 1392.2	
Reg #: N3107T			

Disconnected governor cable and re-routed. Readjusted to get correct travel so cable would not go over center. Removed fuel gascolator assembly from firewall. Installed new seal kit, part #TFS-1. Reinstalled and leak checked.

Date: 02/11/2021

Signature:  Brett Woodhouse, A&P2741866IA

SkyWorld Avionics, LLC	5060 Airport Rd. Midland, VA 22728	CRS No. 9MIR731C
Nov. 21, 2019	Work Order No. 11387	
N3107T S/N: 17700407	Tach: 1388.17 Hobbs: 1308.6	

Page 1

> Removed the Cessna 5000 F-8 Attitude Gyro pn C661055-0103 sn 42448F. Installed a new Garmin G5 Electronic Flight Instrument (Attitude) pn 011-03809-00 sn 4JQ034061. Installed the G5 in accordance with STC# SA01818WI, Garmin STC Installation Manual pn 190-01112-10 Rev. 20, and the criteria specified in AC 43.13-1B Chapters 11 and 12, and AC43.13-2B Chapters 1, 2 and 3. Complete operational tests were performed according to manufacturer's instructions. The equipment performed satisfactory and did not adversely affect existing components or systems in the aircraft as required by FAR 23.1309. An electrical load analysis was performed and found that the continuous aircraft load on the alternator does not exceed 80% of rated capacity. The aircraft Weight and Balance was revised. See FAA Form 337 dated 11/21/2019 for more details.

> Removed and replaced four damaged shock mounts (pn 10-14700) between ADI/DG bracket and pilot's instrument panel.

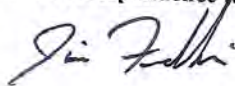
> Replaced Static Sump Bottle, pn S1258-1, at forward static port to correct large static leak.

> Modified the Sandel configuration settings to remove Nav 2 (redundant) and WX500 (not installed). Properly modified Nav 1 and GPS 1 settings so that Glideslope now displays when Nav 1 (Narco MK12D) is selected and the GPS (GNC300XL) shows all messages when GPS 1 is selected.

> I certify that the altimeter and static system tests required by 14 CFR Part 91, §91.411 and transponder system tests including data correspondence required by §91.413 have been performed and found to comply with 14 CFR Part 43 Appendices E & F. Tested the ADS-B system and determined it meets ADS-B OUT requirements of 14 CFR 91.225 and the equipment performance requirements of 14 CFR 91.227.

Altimeter #1 Make/Model	United 5934PA-1	Serial #	3E450
Altimeter #2 Make/Model	Garmin G5	Serial #	4JQ034061
Transponder #1 Make/Model	Narco AT150	Serial #	10540
Encoder Make/Model	ACKA-30	Serial #	131718
Altimeters and Data Correspondence tested to	20,000 ft.		

Jim Franklin



Certificate # 3817904

REV 1 SA-Form-3

CARRY FORWARD to Top of Next Page

Section 1: Airframe Log

DATE / /	AIR TIME				LANDINGS / CYCLES		DETAILS OF TASK (INSPECTION, REPAIRS & REPLACEMENT)
	DAILY TOTAL		TOTAL		DAILY TOTAL	TOTAL	
	HRS	MIN	HOURS	MIN			
CARRIED FORWARD							

'Flight-Deck Avionics, LLC'		237 N. 2370 W., Salt Lake City, UT 84116		CRS# F62R677Y	Form No. FD-007
Tail #: N3107T	Mfg: Cessna	Model: 177	Serial: 17700407		

This is A Permanent Logbook Entry:

Installed JPI EDM-900 Primary Engine Data Instrument, P/N: 790000-A, S/N: 11364, on pilot's instrument panel at an arm of 74.38" and a wt of 2 lbs.
 Installed JPI MAP Transducer, P/N: 159934, S/N: 401875, on copilot's engine-side firewall at an arm of 58.5" and a wt of .42 lbs.
 Installed JPI Oil Pressure Transducer, P/N: 159936, S/N: 701895, on copilot's engine-side firewall at an arm of 58.5" and a wt of .42 lbs.
 Installed JPI Fuel Pressure Transducer, P/N: 159935, S/N: 101005, on pilot's engine-side firewall at an arm of 53.5" and a wt of .42 lbs.
 Installed JPI Slick, Non-pressurized RPM Transducer, P/N: 420815, S/N: 124563, on left-hand engine magneto at an arm of 51.5" and a wt of .09 lbs.
 Installed JPI OAT Probe, P/N: 400510, S/N: 12557, on the pilot's side of the aircraft belly at an arm of 83" and a wt of .13 lbs.
 Installed JPI 100A Shunt, P/N: 159920, S/N: 10091, on backside of pilot's instrument panel at an arm of 75.5" and a wt of .25 lbs.
 Installed JPI Remote Alarm Light, P/N: 790547, S/N: 119122, on pilot's instrument panel at an arm of 67.25" and a wt of NEG.
 Installed JPI P3 Harness, P/N: 790723, S/N: 123551, on backside of pilot's instrument panel at an arm of 67.25" and a wt of 1 lbs.
 Installation of the above mentioned equipment was accomplished in accordance with FAA Form 337 dated 08/12/2021. Ground tests completed and check good IAW manufacturers specs. No defects noted.

The above identified aircraft has been maintained and inspected in accordance with current CFRs and is approved for return to service. Details are on file at this station under work order no. 13213.

Signed: Jamison Richey Date: 08/12/2021
 (FAA CRS# F62R677Y)

'Flight-Deck Avionics, LLC'		237 N. 2370 W., Salt Lake City, UT 84116		CRS# F62R677Y	Form No. FD-007
Tail #: N3107T	Mfg: Cessna	Model: 177	Serial: 17700407		

This is A Permanent Logbook Entry:

Installed Garmin GAD 13, P/N: 011-04938-00, S/N: 5YG004474, under chart box at an arm of 65.5" and a wt of .24 lbs.
 Installed Garmin GTP 59 OAT Probe, P/N: 011-00978-00, S/N: 47962727, on the pilot's side of aircraft belly at an arm of 81" and a wt of .37 lbs.

Installation of the above mentioned equipment was accomplished in accordance with previously installed Garmin G5 EFI HSI instrument STC Installation Manual (Garmin Document No. 190-01112-10 Rev. 26, dated May 2021).

The above identified aircraft has been maintained and inspected in accordance with current CFRs and is approved for return to service. Details are on file at this station under work order no. 13213.

Signed: Jamison Richey Date: 08/12/2021
 (FAA CRS# F62R677Y)

PAGE
TOTALS

CARRY FORWARD to Top of Next Page

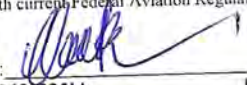
Make: Cessna
Model: 177
S/N: 17700407
Reg# N3107T

Advantage Aviation
South Valley Regional Airport
7220 S. 4450 W.
W. Jordan, UT 84084
801-755-5398

W/O
Tach: 5.0
TTA: 6600.63

Old tach reading when remove is 1552.96 when JPI install.
C/W Annual inspection IAW Cessna 177 Maintenance Manual & Single Engine Inspection Guide. C/W FAR 91.207(d) 1-4 ELT requirements ops check good. No defects noted, next due @ 9-2022. Installed new Duracell "D" batteries in ELT. ELT battery expiration date = **Sept. 2023**. C/W AD 2011-10-09 (seats and tracks) by inspection and measuring seats and tracks. No defects found. Due each 100 hours or each 12 months whichever comes first or again at **105.0 Tach time or 5700.63 AFTT or 09-2022**. C/W AD 72-03-03 R3 (Flap actuators) by inspection and lubing flap jack screw. No defects found. Due each 100 hours or again at **105.0 Tach time or 5700.63 AFTT**. C/W AD 70-24-04 (Fuel shut off valve) by inspection and operation. No defects found. Due each 100 hours or again at **105.0 Tach time or 5700.63 AFTT**. C/W AD 76-07-12 R2 (Bendix switches) by testing to OFF position. No defects found. Due each 100 hours or again at **105.0 Tach time or 5700.63 AFTT**. C/W AD 2017-16-01 (Ameri-King ELT) by inspecting and testing IAW para (g) of AD and with section 3.4 of Ameri-King Document IM-450. No defects found. Due each 12 months or again at **09-2022**. Removed and repaired crack in RH wing tip and reinstalled wing tip. Installed 2 new O-rings in engine primer. Installed a new drain tube in battery box. Removed vertical stab tip and tightened both antenna and tightened beacon light. Reinstalled tip. Resealed RH fuel tank. Put in fuel and checked for leaks. Installed a new Power Flow exhaust system PN - PFS-13704, SN - 140. Installed IAW STC SA02674AT. See FAA form 337 for details. Old exhaust system was 19 lbs at station 40 and new exhaust system is 19 lbs at station 40. No weight and balance change needed. Installed a new Challenger induction air filter, PN - CP-1177. Installed a new LED landing light, MN - P36P1L and new LED taxi light, MN - P36P1T. Installed new Goodyear Flight Special II 600X6 tires on both main gear. Repack all wheel bearings and checked brake linings. Repaired broken piece on nose cowling with patch. Balanced propeller with end reading of .08 IPS. Check AD compliance log, all AD's are current, see AD list. Performed routine servicing and maintenance. Run up, ops and leak checks good. I certify that this **aircraft has been inspected in accordance with Annual inspection and determined airworthy this date.**

The aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service. Pertinent details of the repair(s) are on file at this Facility under the above referenced Work Order.

Signature: 
Huy Bui 36883251A

Date: September 24, 2021

Airframe: Cessna
Model: 177
Serial #: 17700407
Reg #: N3107T

Woodhouse Aviation, LLC



2050 N 300 W, Hangar #63
Spanish Fork, UT 84660

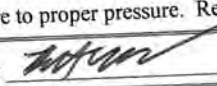
Tach: 73.1

TTA: 5681.9

Hobbs: 827 1586.5

Removed nose wheel tire. Installed new 500x5 tube. Aired tire to proper pressure. Reinstalled tire.

Date: 01/26/2022

Signature: 

Brett Woodhouse, A&P27418661A

'Flight-Deck Avionics, LLC'

237 N. 2370 W., Salt Lake City, UT 84116

CRS# F62R67TY

Form No. FD-007

Tail #: N3107T

Mfg: Cessna

Model: 177

Serial: 17700407

This Is A Permanent Logbook Entry:

Removed Garmin GTX 327 Transponder P/N: 011-00490-00, S/N: 83719378 from the radio stack at an arm of 68" and a weight of 3.1 lbs.
Removed ACK Technologies A-30 Encoder S/N: 131718 from cockpit side firewall at an arm of 60" and a weight of 0.3 lbs.

Installed Garmin GTX 345 Transponder P/N: 011-03302-01, S/N: 3EG043277 in the radio stack at an arm of 67" and a weight of 3.1 lbs.
Installed Garmin GAE 12 Encoder P/N: 011-03080-01, S/N: 3T6021448 on the back of the GTX 345 at an arm of 62" and a negligible weight.

Installation of the above mentioned equipment was accomplished in accordance with FAA Form 337 dated 07/08/2022. Retested Mode C IAW 14 CFR Part 43 Appendix E(c), reading was accurate. Ground tests completed and check good IAW manufacturers specs. No defects noted.

The above identified aircraft has been maintained and inspected in accordance with current CFRs and is approved for return to service. Details are on file at this station under work order no. 13602.

Signed: Jamison Richey

Digitally signed by Jamison Richey
DN: cn=Jamison Richey, o=Flight-Deck Avionics, LLC, ou=FAA, email=jamison@flight-deck-avionics.com, c=US

Date: 07/08/2022

(FAA CRS# F62R67TY)

DATE

AIR TIME

LANDINGS / CYCLES

Make: Cessna
Model: 177
S/N: 17700407
Reg# N3107T

Advantage Aviation
South Valley Regional Airport
7220 S. 4450 W.
W. Jordan, UT 84084
801-755-5398

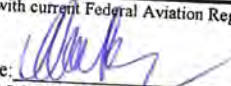
W/O:
Tach: 164.2
TTA: 5759.83

(NT)

C/W Annual inspection IAW Cessna 177 Maintenance Manual & Single Engine Inspection Guide. C/W FAR 91.207(d) 1-4 ELT requirements ops check good. No defects noted, next due @ 7-2023. ELT battery expiration date = Sept. 2023. C/W AD 2011-10-09 (seats and tracks) by inspection and measuring seats and tracks. No defects found. Due each 100 hours or each 12 months whichever comes first or again at 264.2 Tach time or 07-2023. C/W AD 72-03-03 R3 (Flap actuators) by inspection and lubing flap jack screw. No defects found. Due each 100 hours or again at 264.2 Tach time. C/W AD 70-24-04 (Fuel shut off valve) by inspection and operation. No defects found. Due each 100 hours or again at 264.2 Tach time. C/W AD 76-07-12 R2 (Bendix switches) by testing to OFF position. No defects found. Due each 100 hours or again at 264.2 Tach time. C/W AD 2017-16-01 (Ameri-King ELT) by inspecting and testing IAW para (g) of AD and with section 3.4 of Ameri-King Document IM-450. No defects found. Due each 12 months or again at 07-2023. Replaced several popped rivets on 5 cowl shock mount brackets on firewall. Installed 2 new cowl shock mounts, PN - SK2003-42A on bottom 2 mounts. Serviced shimmy dampener with hydraulic fluid. Performed ICA on exhaust system. Cleaned and serviced induction air filter. Repositioned breather line to keep from rubbing on cowl. Bled RH brake. Repack all wheel bearings and checked brake linings. Check AD compliance log, all AD's are current, see AD list. Performed routine servicing and maintenance. Run up, ops and leak checks good. I certify that this aircraft has been inspected in accordance with Annual inspection and determined airworthy this date.

The aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service. Pertinent details of the repair(s) are on file at this Facility under the above referenced Work Order.

Date: July 15, 2022

Signature: 
Huy Bui 3688325IA

Make: Cessna
Model: 177
S/N: 17700407
Reg# N3107T

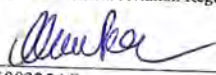
Advantage Aviation
South Valley Regional Airport
7220 S. 4450 W.
W. Jordan, UT 84084
801-755-5398

W/O:
Tach: 194.4

Removed eyebrow panel and repaired all lights and trimmed to fit and installed several rivnut to anchor eyebrow panel. Tightened top LH bolt on engine mount into firewall. Tightened all screws on pilot control yoke. Repaired carb heat valve for proper operation. Tightened bolt on throttle cable rod end at carburetor. Removed existing ADSB on LH wing tip and installed a serviceable used NAV light. Adjusted both ailerons to hit stops. Tightened ground stud on bottom of instrument panel. Tightened all bolts on co-pilot rudder pedals. Installed new cotter pin on co-pilot seat vertical adjustment arm. Installed a new bolt on cabin heat cable.

The aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service. Pertinent details of the repair(s) are on file at this Facility under the above referenced Work Order.

Date: August 5, 2022

Signature: 
Huy Bui 3688325AP

Make: Cessna
Model: 177
S/N: 17700407
Reg# N3107T

Advantage Aviation
South Valley Regional Airport
7220 S. 4450 W.
W. Jordan, UT 84084
801-755-5398

W/O:
Tach: 194.4

Removed eyebrow panel and repaired all lights and trimmed to fit and installed several rivnut to anchor eyebrow panel. Tightened top LH bolt on engine mount into firewall. Tightened all screws on pilot control yoke. Repaired carb heat valve for proper operation. Tightened bolt on throttle cable rod end at carburetor. Removed existing ADSB on LH wing tip and installed a serviceable used NAV light. Adjusted both ailerons to hit stops and checked aileron travel. Tightened ground stud on bottom of instrument panel. Tightened all bolts on co-pilot rudder pedals and on interconnect tubes. Installed new cotter pin on co-pilot seat vertical adjustment arm. Installed a new bolt on cabin heat cable.

The aircraft, airframe, aircraft engine, propeller or appliance identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service. Pertinent details of the repair(s) are on file at this Facility under the above referenced Work Order.

Date: August 5, 2022

Signature: 
Huy Bui 3688325AP

PAGE
TOTALS

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