

#2


Cessna®



AIRCRAFT LOG
AND MAINTENANCE RECORD

N 34077

SERIAL NO. 177 RG 0961

AF2, General Observations

Most pages in this logbook were obscured to some degree by a solvent spill. While most pages remain legible, several are not easily readable. For such pages, a comment page has been inserted following the obscured page with a reconstruction of what the page contains.

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			17	
				85	
				17	85
		TACH 1912.3	16 MAY		<p>PT-359A S/N 8775</p> <p>THIS TRANSPONDER HAS BEEN TESTED AND FOUND TO COMPLY WITH FAR 91.172 AND PART 43 APPENDIX F AND HAS BEEN FOUND AIRWORTHY FOR RETURN TO SERVICE.</p> <p>Signature <u>Loren W. Nichol</u> # A7954</p> <p>AA Comm Services-TULSA, OK. CRS 212-12</p>
17 MAY 85		TACH 1913.3			<p>Reinstalled altimeter SN G6786 following certification by PARSONS LAB' Watt 60636</p> <p>Signature <u>Konrad H. Naupher</u>, ATP 1108 304645</p> <p>Altimeter tested to 20,000' on 5-16-85</p> <p>Date 5-17-85 Tach Time 1912.3 I certify that the static system has been tested in accordance with FAR Part 91.171 and has been determined to be in air worthy condition.</p> <p>Signature <u>Loren W. Nichol</u></p> <p>AA Comm Services, Inc. FAA 212-12</p>

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	JUL 1985
<p>I CERTIFY THAT THIS <u>AT2117454</u> HAS BEEN INSP. IAW <u>FAA</u> INSP. AND WAS DETERMINED TO BE IN AN <u>AIRWORTHY</u> CONDITION. EDWARD DIETLIN</p>					<p><u>AT2117454</u></p>
20 AUG 85		TACH 1157			Installed new SK 18-65 Fuel tank cap seal kits (see) <u>Ed Dietlin</u> Konrad Ho Newpher AIP 168304645
5 FEB 86		TACH 1199			Retrad tested gear system reloaded left brake serviced tires, battery & hydraulic reservoir <u>Ed Dietlin</u> Konrad Ho Newpher AIP 168304645

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
13 4 MAY 87	TACH 2039		Reinstalled magnetic compass SN 5487 following repair by TAN lost LWS ON WOP 6833 Ground swung compass. Voted corrections as follows:				
			FOR STEER	FOR STEER			
			360 356	120	117	240	234
			030 025	150	148	270	265
			060 056	180	176	300	295
			090 086	210	204	330	328
			Reattached engine cowls (1500) Mixed throttle IAW WD 86-24-07. Checked w/o switch IAW W/D 76-07-12. Next due, NLT TACH 2139. Installed new 52 Hen good thru APIC 90 in ELT SN 161614. Re-lined all boxes cleaned lubed & →				

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	
13 4 MAY 87	TACH 2039		Reinstalled magnetic compass SN 5487 following repair by ITAN				
			INST LAB ON WOP 6833. Ground				
			swung compass. Voted corrections				
			25 follows:				
			FOR STEER	FOR STEER			
			360 356	120	117	240	234
			030 025	150	148	270	265
			060 056	180	176	300	295
			090 086	210	204	330	328
			Reattached engine cowls (150P)				
			Mixed the oil (IAW WD 86-24-07)				
			Checked w/o switch IAW W/D				
			76-07-12. Next due, NLT TACH 2139.				
			Installed new 52 Hen, good thru				
			APIC 90 in ELT BIN 161614. Re-lined				
			all sockets cleaned lubed & →				

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	
# 5-19-87			Removed hydraulic power jack from aircraft and sent to Air Rite to be functionally tested, reinstalled in aircraft after testing. Replaced landing gear circuit breaker (30amp). Replaced APU fuse and APU relay.				
			YINGLING AIRCRAFT, INC. WICHITA, KANS.				
			FAA APPROVED REPAIR STATION #3923				
			Don Atkins				
			W.O. 19874 TACK 20349 DATE 5-19-87				
			20549				
20 APR 288							

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

AF2 page 15, April 1988

Observations: These entries (pages 15-18) are associated with an Annual Inspection, including repair of several squawks. Tach time TTAF 2099. Second entry on page 15 is illegible. Stamps on the next page are consistent with the missing text, recreated below.

20 Apr 88

Reinstalled alternator SN66787. Recertified altimeter by WO #. Reinstalled transponder SN8775 following repair by (missing) WO# 5892802. (signature)

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature		
		REF: FAR 91.171		19__	REF: FAR 91.172
		I certify the altimeter & static system have been tested & inspected LAW PART 43 Appendix E, Par. A & B Date <u>4-20-88</u> Sig. <u>[Signature]</u> Instr. Repr. Cert. # <u>2382997</u> For Porter-Strait Instr. Co. Tulsa, Ok. FAA CRS 2266			<u>RT 359A</u> ATC transponder S/N <u>8775</u> was tested & inspected LAW AC 43.6A Para 7 and complies with FAR 43 Appendix E Date <u>4-20-88</u> Sig. <u>[Signature]</u> Instr. Repr. Cert. # <u>2382997</u> For Porter-Strait Instr. Co. Tulsa, Ok. FAA CRS 2266
					battery S/N new 1642192 used 211 weld drzin hose (-12shet TMM TACH ch →

AF2 page 16, May 1988

Observations: These entries (pages 15-18) are associated with an Annual Inspection, including repair of several squawks. Handwritten entry at the bottom of the page is illegible, transcription below. Note text continues on following page.

5 May 88
2099

Installed new storage battery SN GO977609. Installed new 164-192 brake rotors (2 ea), relined all brakes. Repaired left fuel drain valve. Installed new beacon flasher. Inspected seats and rails IAW AD 87-20-03. Next due NLT Tach 2199. Inspected mag switch IAW (*continuation mark – seen next page*)

AF2 page 17, May 1988

Observations: These entries (pages 15-18) are associated with an Annual Inspection, including repair of several squawks. Page is a continuation from the previous page, and is illegible, transcription below. Completion of the annual inspection is noted on the following page, 18.

AD ... next due NLT Tach 2199. Installed new foam type filter element. Cleaned and lubed wheel bearings (3 ea). Service aircraft (continued on next IAW 100 hour inspection. Aircraft test flown. All systems operate normally. (signature)

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE 19 _____	REMARKS Enter here general data with reference to "Line" and "Particular" 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		
					DATE <u>5-5-88</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>2099.0</u>
					Inspector <u>[Signature]</u> IA <u>CARE E. LAHR</u> <u>AP 571967628</u>

AF2 page 19, Jan 1990

Observations: These entries are associated with an Annual Inspection and repair of several squawks, on pages 19-22, over a period of a few days at the end of Jan and beginning of February.

27 Jan 90

2214 TTAF

Reinstalled alternator SN66787. Recertified (missing) WO #. (signature)

1/29/90

2214 TTAF

Installed ACK-A50 Digitizer SN #25228 Performed 337 and W&B for Porter-Strait. CRS2266

Transponder and Altimeter certification stamps follow.

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error		Place		
	VOR 1	VOR 2			19 ____
					etc derived from 25 following 08.7 03.7 7506 943 New place 04643
					2nd, re- 2845 (3ea) out, installed out, in- AD EAW out
					→

AF2 page 20, Jan 1990

Observations: These entries are associated with an Annual Inspection and repair of several squawks, on pages 19-22, over a period of a few days at the end of Jan and beginning of February. Most of both page 20 and 21 are illegible. The same person wrote a lot of text with a heavy hand on both sides of the same sheet of paper making reconstruction difficult, but sufficient text is recognizable to conclude the types of entries made on both pages.

29 Jan 90

(missing) data derived (missing) calculation as follows & (missing) (signature)

Entry appears to include a weight and balance data, probably as described in previous (page 19) entry.

1 Feb 90 AF2_20

2214

Installed new (missing), relubed (missing) wheel assys (3ea), replaced (missing) + installed new intake air filter element, inspected (missing) IAW AD (missing) IAW (missing) NLT 2314.


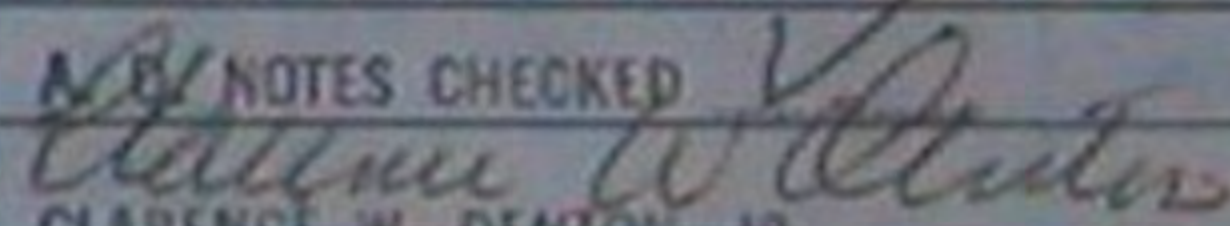
Additional AD (*continuation mark, → see next page 21*)

AF2 page 21, Jan 1990

Observations: These entries are associated with an Annual Inspection and repair of several squawks, on pages 19-22, over a period of a few days at the end of Jan and beginning of February. Most of both page 20 and 21 are illegible. The same person wrote a lot of text with a heavy hand on both sides of the same sheet of paper making reconstruction difficult, but sufficient text is recognizable to conclude the types of entries made on both pages. Page 20 is essentially entirely illegible, but it appears to consist of a list of ADs which were assessed during the inspection. This was a different inspector and organization than had performed previous inspections on the aircraft. (Previous inspections were mostly performed by Edward Dietlin, this one by Clarence Denton.)

(extensive AD list).

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place		
<p style="font-size: small; margin: 0;">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>				 Jewpher 4645
1 FEB 1990	TRK: 2214			I CERTIFY THAT THIS AIRCRAFT
TTA: 2214	TTP: 2214			WAS INSPECTED IN ACCORDANCE WITH
TSPH: 403				BY <u>H. Arnum</u> INSPECTION AND
				DETERMINED TO BE IN AIRWORTHY CONDITION.
				A/B NOTES CHECKED  CLARENCE W. DENTON, JR. 1732849 L.A.

AF2 page 22, Jan 1990

Observations: These entries are associated with an Annual Inspection and repair of several squawks, on pages 19-22, over a period of a few days at the end of Jan and beginning of February.

Faded text at top of page is mostly bleed-through of ink from the other side; only what appears to be a signature is partially illegible. Note that this inspection is stamped and signed off by Clarence Denton, whereas the previous several inspections were performed by Edward Dietlin.

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>REF: FAR 91.411</p> <p>I certify the altimeter(s), altitude reporting system(s) & static system(s) have been tested and inspected IAW FAR 43 Appendix E to <u>20,000</u> Ft</p> <p>Date <u>7 MAY 92</u></p> <p>Sig. <u><i>[Signature]</i></u></p> <p>Instr. Repr. Cert. # <u>441387P44</u></p> <p>For Porter-Strait Instr. Co.</p> <p>Tulsa, OK FAA #EI2R795K</p>					
<p>REF: FAR 91.413</p> <p><u>RT-359A</u> ATC transponder</p> <p>S/N <u>8775</u> was tested and inspected IAW AC 43-6A Par. 7 and complies with FAR 43 Appendix F</p> <p>Date <u>7 MAY 92</u></p> <p>Sig. <u><i>[Signature]</i></u></p> <p>Instr. Repr. Cert. # <u>441387P44</u></p> <p>For Porter-Strait Instr. Co.</p> <p>Tulsa, OK FAA #EI2R795K</p>					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10ths	
			Repair static leaks, R.C. check electric A.H. removed. Replaced & installed, Charge Battery, Check AD notes plus 92-8 issue. 76-7-12 replace Switch spring. 72-9-7 impulse coupling inspection - found serviceable due next inspection 2814 hours T.O.H. time. 87-20-3 inspect seat track's found serviceable. 88-12-12 install STC SA 2344 C.E. provision for draining fuel strainer. 90-4-4 install new external prop oil line & steel fittings & secure opening. Bulletin #44A, New EGT Battery Replacement Dated 5-94, Remove Birds Nest Tail Cone, New EGT Antenna. H# 110-317, Replace compass Seal & fill with compass fluid, New engine Air Filter element.				
			T.O.H. 2314 Airframe - Prop. Eng. 2314 Eng. Smooth. 503 Prop Smooth. 503				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 <u>2314</u> Date <u>5-11-92</u> S. J. Callahan A & P 15181/2 JA

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	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 VOR 2	Place			
			19		
2-20-93				<p>Previously, the following equipment was removed & installed:</p> <p>Removed ARC ADF units, 2340A indicator, R540E Receiver, L230A loop. Two ARC NAV Com 300 ft 528T & installed two NORA MK12 D NAV Com using same Radio Trays - plugs - and wiring. Negligible wt change.</p> <p>Installed Garmin 100 GPS, Insight Strick Finer SF2000 & Respic engine monitor Com 603.4 servos. WT & Balance Computed New Empty wt. - 1819.47 lbs</p> <p style="margin-left: 400px;">New emp wt. - 103.75" APT</p> <p style="margin-left: 400px;">New Moment 188768.89</p> <p style="margin-left: 400px;">New usefullness 98.53 lbs.</p>	
4-19-94				<p>Transponder system, Make <u>ARC</u>, Model <u>RT-359A</u></p> <p><u>SN 8775</u>, has been inspected and meets the requirements of FAR 43.113 & FAR 43, Appendix F.</p> <p>Date <u>4-19-94</u></p> <p style="margin-left: 100px;">For: <u>[Signature]</u> Avionics, Inc. Certified Repair Sta. MNOR086K</p> <p style="margin-left: 400px;">I certify that altimeter and static tests required by far part 91.411 have been performed. Static system test date <u>4-19-94</u> altimeter tested to <u>20K</u> feet. Altimeter SN <u>N/A</u> Date <u>4-19-94</u> Signed <u>[Signature]</u></p> <p style="margin-left: 400px;">For: Avionics, Inc. Certified Repair Sta. MNOR086K</p>	

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
13							20
<p> New Cabin windows since Rev. of Aero Rustic 52501-53201-53001- 52701-52801-52901, #1102 replaced and adjusted, by Russian Avionic, Birds & Nests out of engine & Tail Section, New E.C. Batteries date 4-96, Check A's thru 94-10 93-5-6 Ignition Switch 58291-5 at 23600 & Diode, 20-25-7 R/A N/A, 84045 & 84192 87-20-3 Seat Belts OK due NIA Annual, 93-2-5 Engine Case Secure, 93-11-4 N/A, 93-14-5 Not checked NIA, 94-1-3 N/A on 2000 hrs, 94-6-5 N/A on 2000 hrs, New Battery Seal Rear Tail Engine, New Air Filter Element, Repair Static Leaks, Dress Top Nicks, Reseal Pt of Brake Master Cyl. </p>							
			Serial Number				V
			Date				
			Total Pts 2418				
			Airframe 2408				
			Engines 607				
			Prop 607				
			SECTION: AIRFRAME				
							151212 AT

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		
	VOR 1	VOR 2			
C-77-94	12418	3	REPAIRS RIGHT PILOT SEAT	5/5/94	FIELD
SN#	1280111	1	RIGHT BRAKE W/6000	11/10/95	APPROPOSE

N 34077

Serial Number 1770961

Date 8-2-94

Installed FAA PMA approved interior plastic items as listed on

Invoice(s) #: 2946

W.O. #: 7594

Weight and balance is unchanged.

Kinzie Industries, Inc.

Alva, OK

FAA Approved Repair

Station: #CW2R757K

Wayne E. Kinzie

AIRCRAFT LOG

REMARKS

Enter here general data with reference to "Time" and "Period" inspections - Rigging Changes - Adjustments - 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

19__

VOR Receiver operation checked
in accordance with FAR 91.25

Bearing error

VOR 1 VOR 2

Place

Signature

VOID

AF2 page 30, Feb 95

Observations: minor replacement and repair activity. Mostly readable.

2/17/95

Installed pilot side instrument panel cover. RR the following items: 1 ea (missing) reostat & 2519-1 voltage light (*Cessna S2519-1*). 1 ea 2N3055 transistor. RR compass light wiring. RR 4 ea 330 bulbs. Service nose strut with nitrogen. Run OK to return to service. (signature)

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
11 95 3-1	Tach 2441.1		Converted existing Nav-D-matic 200A, Item No. H-31-A-1, in equipment list, to a Nav-D-matic 300A Autopilot Item No. H-31-A-2 in equipment list. Autopilot ground CK and Test Flight Good. W/B negligible.				AUTOPILOT CENTRAL, INC. P.O. BOX 582108 TULSA, OK 74158 AREA CODE 918-836-6418 FAA REPAIR STATION CM2R747K
8-22-95	Tach		Inspected this aircraft and determined that it is safe for the intended flight R.E. Special Flight Permit dated 8-14-95. Jim Kelly 2291234				

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

AF2 page 32

Observations: Page is empty (beyond bleed-through of ink from the solvent spill) and upside down. The logbook was assembled this way. The same sheet is also pages 2, 3, and 33 in the stapled logbook. 2 and 3 have "VOID" written on them (oriented properly), and 33 simply has a yellow tag and an altimeter error card stapled to it.

Porter-Strait Instrument Co., Inc.

FAA CERTIFIED REPAIR STATION #EI2R795K
 2708 NORTH SHERIDAN RD. • TULSA, OK 74115
 (918) 838-8711 FAX (918) 835-2282

Serviceable Part Tag

Customer Professional A/c

40000
 60000
 80000
 100000
 120000

40000			40000		
60000	-15		45000		
80000	-30		50000		
100000	-40				
120000					

TESTED BY: DUB

Date: 1-29-90

VOR Receiver operation checked
 in accordance with FAR 91.25

DATE	Signature	Place	Bearing error	VOR 1	VOR 2

REMARKS

Enter here general data with reference to "Log" 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 certified mechanic, and the rating and certificate number must be shown.

AIRCRAFT LOG

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
				10-12-95	INSTALLED FLITECRAFT TURBO, INC. "TURBO-FLITE 360" SYSTEM I.A.W. STC NUMBER 44081NM - SEE 337 THIS DATE. PERFORMED ANNUAL INSPECTION. GW AD 87-20-03 R3 - NEXT DUE ANNUAL AD 93-05-06 DUE 4418.0. R&P AIR FILTER, VAC. FILTERS, VAC. PUMP, ALTERNATOR, BELT CRANK SEAL, BRAKE LININGS, COWL MTS., FUEL LINE AT GAGE, R.H. SUMP DRAIN, STAR. TRIM ROD END NOSE GEAR DOOR HINGE POINTS, R/H SEAT BELLCRANK GASOLATOR STANDPIPE + APPLIED CORROSION X. THIS AIRCRAFT INSPECTED I.A.W AN ANNUAL INSPECTION + FOUND TO BE IN AIR-WORTHY CONDITION. Donald H. Link
				TACH:	
				2462.3	
				AFTT:	
				2462.3	
				TSON:	
				651.3	
					44062716 IA

MEMORANDA

Date

11795

TRACHTER 2499.1 Remains DUBRIN from HUNTER DUCKS UH-1H
 RUSMANO SYST.

1176657

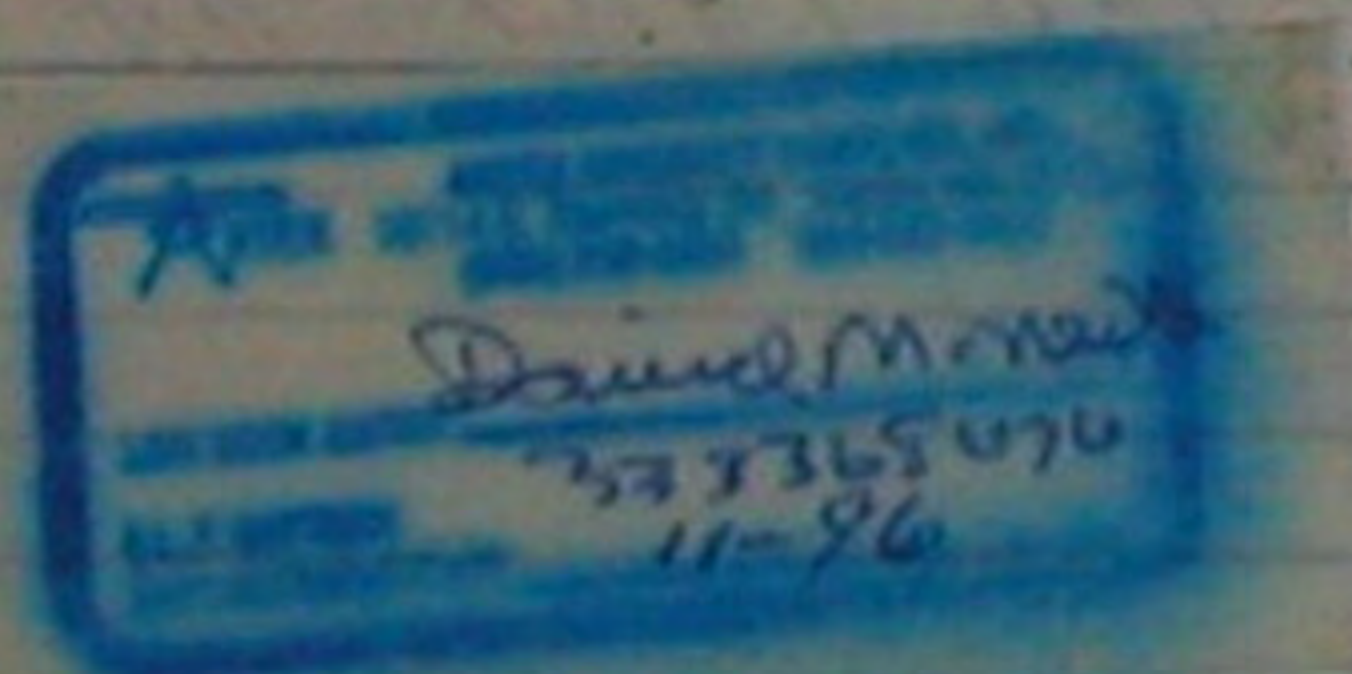
I certify that the altimeter and static system tests required by FAR 91.411 have been performed IAW FAR part 43, appendix E.

Max alt. 20,000 ft

Date 7/23/96 WO# 1164

Signature *David M. ...*

Happy Radio FAA CRS M7VR394N



Make Aspeth Serial No. 5487
Model C660501-010 Reg. Mark. 5487

The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Agency Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under

Work Order No. 6853

Date 5-4-87

Signed Atlanta

Pan Instrument Lab. Air Agency No. 3842
233 North Vanhooker, Tulsa, Oklahoma

11/90 See log # 3

Date

ALTIMETER

MFG. *United*
S/N *6797* P/N *5934P-1*
WORK *5-11-85* DATE *5-11-85*
T = *5* FL *5* HYST. = *55* FT. MIN

CASE LEAK = *0*

FRICTION = *70* % OF TOL

M'	CALIBRATION		UP	TWIN
	UP	DWN		
-1		<i>5</i>	<i>15</i>	<i>45</i>
0	<i>0</i>	<i>0</i>	<i>16</i>	
+1	<i>5</i>	<i>10</i>	<i>17</i>	
2	<i>10</i>		<i>.5</i>	
4	<i>10</i>		<i>20</i>	<i>55</i>
6	<i>10</i>		<i>25</i>	
8	<i>5</i>	<i>40</i>	<i>30</i>	
10	<i>10</i>	<i>40</i>	<i>35</i>	
12	<i>15</i>		<i>40</i>	
.5			<i>45</i>	
14			<i>50</i>	

THIS INSTRUMENT CARRIES
WIT' F.A.R. PART 17, A. ENDOX
E. TO *20* .000 FT.

John Smith
REPAIRMAN

Maintenance Release

COMPONENT PAW/F.P. S/N 85056

MANUFACTURER Cessna MODEL/PIN 6353

TESTED REPAIRED OVERHAUL CALIBRATED

CERTIFIED ALTITUDE NA

The aircraft component identified above was serviced as indicated in accordance with current FAA regulations and is approved for return to service. Details of service performed are on file at this agency under

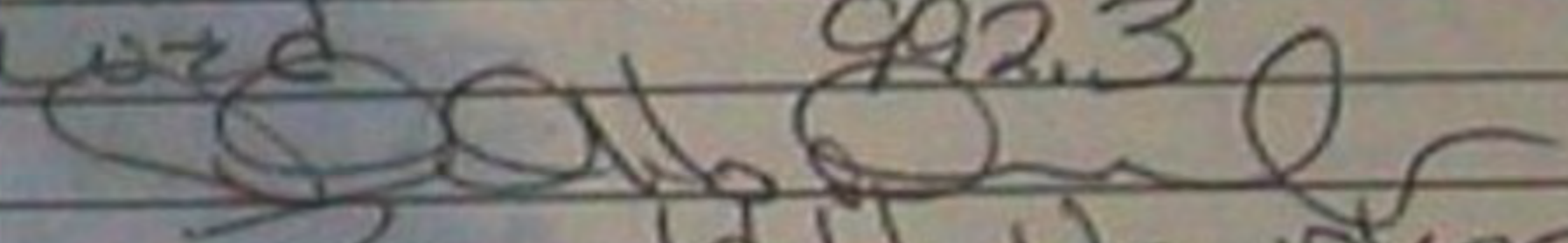
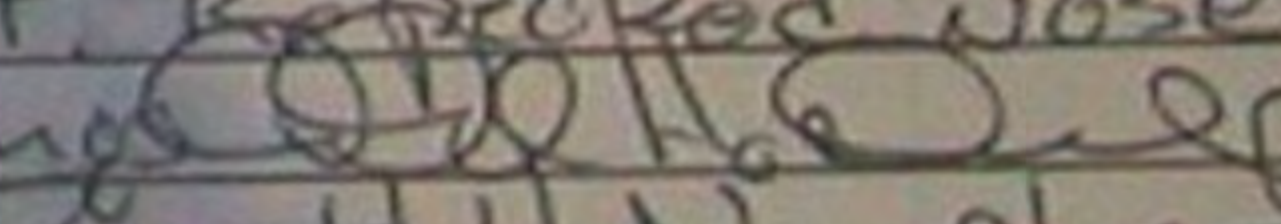
Work Order # 29195 Date 1-19-84

Authorized Signature [Signature]

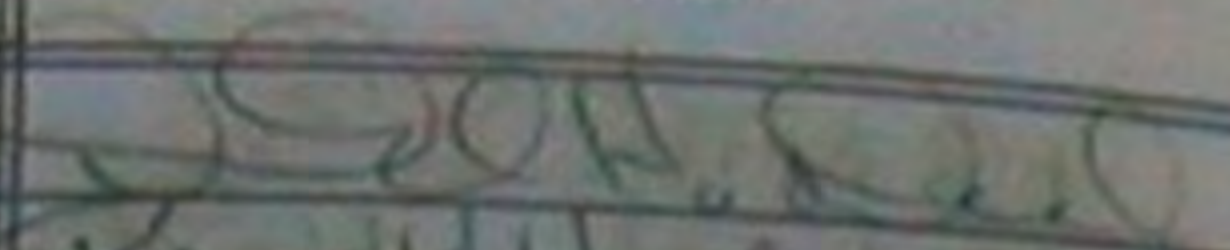
AIRCRAFT LOG

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	Place	Signature		
	VOR 1	VOR 2			
2/7/33			Tach	1690	Complied with AD 76-07-12 on Bendix mag switch. Complied with AD 82-11-05 on Bendix mag by replacing both distributor gears. Complied with SE 77-35 on left forward muffler bracket. Tightened elevator and rudder cables. Replaced and rigged gear warning horn switch. Replaced cowl shock mounts. Replaced right cowl flap hinge. Replaced both fuel tank caps. Replaced rod end and tightened elevator trim linkage. Replaced linkage to nose gear aft doors and rigged. Replaced both lower engine shock mounts. Replaced all screws in airframe inspection plates and fairings with stainless steel screws. Replaced mixture control cable. J. and W. L. AVP487645318

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS <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>
Date	Bearing error VOR 1 VOR 2	Place	Signature		
12 MAR 83	TACH: 16916				Installed RCA 26AK-4 Electric Horizon, see Form 337 this date. Weight & balance revised as follows +2.315 @ STA 73 New Empty Weight 1807.7 New EWCG 103.7 New Moment 187433 New Usefull Load 992.3  Ronald H. Newpher ACP 168304645
24 MAR 83	TACH 1720				Installed new P/N 5197-44G16 lower nose gear trunnion bearing and sk 172-1E seal & lock kit. Repacked nose gear trunnion bearings  Ronald H. Newpher ACP 168304645


AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
11 JUN 83	TACH 1755		Serviced tires & battery				 Ronald H. Newpiper AFIP 168304645
7 FEB 84	TACH 1806		Installed fresh battery, deck good then DEC 86 in ELI SIN 16/16/14 Re-installed tachometer 2nd MAP/w pressure gauge recalibrated and certified by Postech Strait TNS Co on 10/04/29/45 - REPLACED RADIO SPEAKER WITH NEW P/N C596510-01 REPLACED FLAP BREAKER P/N S1360-15L, REPLACED COWL FLAP (LEFT) CONTROL CABLE P/N S1391-27. REPLACED FUEL CAP 'O' RINGS BOTH TANKS. P/N 5145-2 REPLACED BOTH FUEL TANK PLACARDS P/N 1200740-8 1200740-8. REPLACED ALTERNATE AIR DOOR OF AIR BOX P/N 1650019-6. REPLACED ALL SEALS IN MAIN GEAR ACTUATOR. RETRACT TEST OF LANDING				

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

→ CONT →

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19__	
CONT.		→			<p>GEAR OK. INSTALLED NEW TUBE IN LEFT MAIN WHEEL PIN 600x6. REPACKED ALL WHEEL BEARINGS. INSPECTED MAG SWITCH (BENDIX) IAW AD 76-07-12 - AD - NORMAL - SERVICED TIRES AND BATTERY. SERVICED AIRFRAME IAW 100 HOUR CRITERIA. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW 100 HOUR INSPECTION AND WAS FOUND TO BE IN AIRWORTHY CONDITION.</p> <p style="text-align: right;">LEWIS E. Blalock A&P 587507465</p> <p>2-9-64 Tuel 1806-0</p> <p>I CERTIFY THAT THIS <u>Acker</u> HAS BEEN INSP. IAW <u>100</u> INSP. AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. EDWARD DIETLIN</p> <p style="text-align: right;"> AI2117454</p>

