

Log # 1

Cessna[®]



AIRCRAFT
AND MAINTENANCE

N 34626

FOR RED AND BLUE
COUNTS



AIRCRAFT LOG AND MAINTENANCE RECORD

Record of Cessna 177B 117701907 N34626
Make Model Serial Certificate

With Engine Lycoming O-360-A1F6D L-17475-36A
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

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. Cessna Aircraft Company will provide you with an Annual Inspection Services Department form which will comply with an Annual Inspection.

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

VOR Receiver operation check
in accordance with FAR 91.25

Date	Bearing error		Place	S
	VOR 1	VOR 2		

*Repacked
brakes
and c*

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>Repacked all wheel bearings, checked all cables, pulleys, controls, all brakes + wheels serviced, checked EHT, checked all filters + screens and checked for general condition + found to be OK.</p>
					<p>I certify that this aircraft engine has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition.</p>
					<p>Tach hours <u>103.0</u></p>
					<p>Date <u>July 27, 1973</u></p>
					<p>By <u>Gardner R. Mosley</u></p>
					<p>GOODRICH AVIATION, INC. MUNICIPAL AIRPORT, AMES, IOWA FAA CERTIFIED REPAIR STATION #304-4</p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
			NOTE 12-21-73 Tech 375.3 Replaced ignition switch				David E Hughendall for Goodrich Aviation Repair Sta #304-4
			Date 12-29-73 Tech 403.4 Checked all cables, filter, + lines, EHT				Checked general condition found OK Service Brakes, Rebuilt Shimmy Damper. Inspected All of Air Frame internally David E Hughendall for Goodrich Aviation Repair Sta #304-4
<p>I certify that this aircraft/engine has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition.</p> <p>Tach hours <u>403.4</u></p> <p>Date <u>12-29-73</u></p> <p>By <u>David E Hughendall</u></p> <p style="text-align: right;">#1400 Dated <u>12-29-73</u> <u>David E Hughendall</u> Signature of authorized representative GOODRICH AVIATION, INC. AMES, IOWA FAA CERTIFIED REPAIR STATION #304-4</p>							
<p>CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</p>							

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19 ____	
				<p>DATE 3-7-74</p> <p>Tach 500.0 Complied with Service letter 74-2</p> <p>Replaced nose tire Rotated rt + left tire Packed wheel bearings Inspected all airframe internally checked electrical system - controls - gulleys changed vac filter</p> <p>David E. Hughendall for Goodrich Aviation Repair Sta #304-4</p>	
<p>I certify that this aircraft/engine has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition.</p> <p>Tach hours <u>500.0</u></p> <p>Date <u>3-7-74</u></p> <p>By <u>David E. Hughendall</u></p> <p style="text-align: center;">GOODRICH AVIATION, INC. MUNICIPAL AIRPORT, AMES, IOWA FAA CERTIFIED REPAIR STATION #304-4</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 Agency and is approved for return to service.</p> <p>Pertinent details of the repair are on file at this repair station under Order <u>WFO #1467</u> Dated <u>3-7-74</u></p> <p style="text-align: center;"><u>David E. Hughendall</u></p> <p style="font-size: x-small;">Signature of authorized representative GOODRICH AVIATION, INC. AMES, IOWA FAA CERTIFIED REPAIR STATION #304-4</p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
19							
	<p>DATE 4-23-74 Tach 593.4 Replaced oil pressure + left fuel gage cluster Replaced vac filter Replaced rt main tire + both sets of brake linings Checked electrical systems - controls - pulleys - David E. Hughendall for Goodrich Aviation Repair Sta #304-4</p>						
<p>I certify that this aircraft/engine has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition.</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 Agency and is approved for re- turn to service. Pertinent details of the repair are on file at this repair station under Order #1550 Dated 4-23-74 <i>David E. Hughendall</i> Signature of authorized representative GOODRICH AVIATION, INC. AMES, IOWA FAA CERTIFIED REPAIR STATION #304-4</p>		
	Tach hours 593.4						
	Date 4-23-74						
	By <i>David E. Hughendall</i>						
	GOODRICH AVIATION, INC. MUNICIPAL AIRPORT, AMES, IOWA FAA CERTIFIED REPAIR STATION #304-4						

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

Date

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT	
					HOURS	10THS		
19								
	<p>DATE 6-28-74 Tach 702.6 Replaced white nav light bulb Packed wheel bearings. Checked controls - electrical systems, pulleys, cables. Serviced brakes - battery - shimmy damper</p> <p>David E. Hughendall for Goodrich Aviation Repair Sta #304-4</p>							
			<p>I certify that this aircraft/engine has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition.</p>					
			<p>Tach hours <u>702.6</u></p>					
			<p>Date <u>6-28-74</u></p>					
			<p>By <u>David E. Hughendall</u></p>					
			<p>GOODRICH AVIATION, INC. MUNICIPAL AIRPORT, AMES, IOWA FAA CERTIFIED REPAIR STATION #304-4</p>					
<p>CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</p>								

The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to service.

Pertinent details of the repair are on file at this repair station under order # 1683 dated 6-28-74

David E. Hughendall
Signature of authorized representative
GOODRICH AVIATION, INC. AMES, IOWA
FAA CERTIFIED REPAIR STATION #304-4

Date

10-8

10-8

10/31/74

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1 VOR 2			19 ____	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
10-874	TACH - 736.8				Replaced Nose gear lower strut and fork assembly, tire tube & wheel also replaced all connecting hardware & wheel pants. All due to hard landing. Jerry V Bush, AEP 2158508
10874	Tech 736.8				This aircraft was inspected in accordance with current F.A.R.'s and found airworthy for ferry flight from Rock Springs Wyoming to Weatherford Okla. Jerry V Bush, AEP 2158508
10/31/74	TACH 743.8				Fuselage skins P/N 1713000-3 & P/N 1713000-4 replaced.
MAINTENANCE RELEASE					
The aircraft and/or component identified on _____ was repaired and inspected in accordance with current Civil Air Regulations and was found airworthy for return to service. Pertinent details of the repair order are on file at this agency under work order No. <u>1790</u> Date <u>10/31/74</u>					
Signed <u>Walter P. Peterson</u> Repair Station No. 209-18					
Overton Aircraft, Stafford Field Weatherford, Oklahoma 73096					

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				
7-1-75					<p>Recording Tach Reads 830.9 = Total Time. 100 hr inspection for reliability. Completed this date. Inspected all cables, pulleys, bellcranks, flap mechanism & lubricated same. Replaced all brake lining, both discs & R/A tire. Replaced both upper & lower landing gear fairings. Repacked all wheel bearings. Serviced battery, tubes & hydraulic system. Installed new Cessna Voller kits in both front seats. Adjusted & lubed both door locks. Checked E.H.T & installed resistor per AD 74-18-15. See back pages of this log for AD information. All AP's researched to certify that this aircraft has been inspected in accordance with a Annual inspection on 7/3/75 and was determined to be in airworthy condition. All AD Bulletins thru listed in rear - cpld. with Tach Time 830.9</p>

Authorized Signature P. W. Murrell A & F 475170 I.A.

DF
liquid
2158508

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 76 3-27-76			Recording Tach reads 835.7 = total time.				
			Replaced EHT Batteries & checked operations. all conditions normal this date.				Donald F. Robertson A+P 1015598
6-4-76			Recording Tach Reads 840:6				
			25 hr Insp. Completed this date. Serviced Battery, checked brake fluid & serviced tires. Manually Insp. flight controls & attach points. All conditions normal this date.				Donald F. Robertson A+P 1015598
1-19-76			Recording Tach Reads 830.4				
			Installed Cessna Transponder & antennas listed in equipment list. Wt & Balance rec'd pot'd - See 7-29-77 Computations				Donald F. Robertson A+P 1015598

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

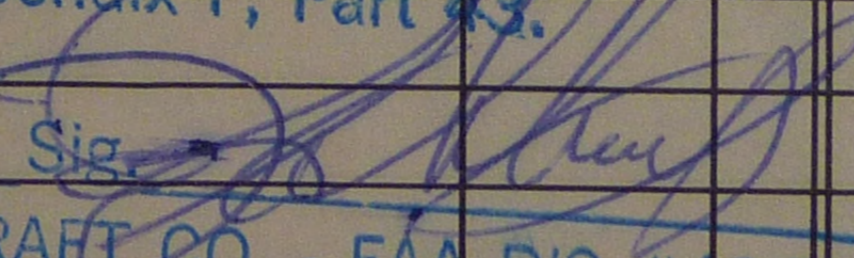
AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 8/4/76	Tach 846.8						
<p>I CERTIFY THIS <u>AIRCRAFT</u> HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.</p> <p>DATE <u>8-4-76</u> TOTAL TIME <u>846.8</u></p> <p>GEORGE S. LANNING A & P 1494205 <i>George S. Lanning</i> <u>IA 11494205</u></p>							
11-25-76	Recording Tach Reads. 855:9						
<p>Checked Oil Cooler Model # 8406E SN 12464 for Compliance with AD-76-21-06. - NA this date. Replaced 4A Brake cylinder fairing & repaired Nose wheel fairing. Both items repainted. Removed corrosion from Neg-Battery post & Serviced unit. <i>Ronald F. Robertson</i> <u>A+P 1015598</u></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 <u>47</u>							
<u>8-7-77</u>			<u>Recording Tach Reads</u>		<u>8</u>	<u>75.30</u>	
<p><u>100 hr inspection for release completed this date.</u> <u>Inspected internally complete Air frame, cables, Pulleys,</u> <u>Bellcranks, hinges & attach points. Serviced battery,</u> <u>Hyd fluid & tires. Checked cabin controls, flight</u> <u>controls & attach points. Inspected Electrical system</u> <u>& flap motor & drive. Aircraft is Airworthy this date</u> <u>Gerald F. Robertson</u> <u>ATP 1015598</u></p>							
<p>I certify that this Aircraft has been inspected in accordance with a <u>Annual</u> inspection on <u>8/27/77</u> and was determined to be in airworthy condition. All AD Bulletins thru <u>Listed in Rear</u> epld. with. Time <u>875.3</u></p>							
<p style="text-align: center;"><u>L. W. Messers</u> Authorized Signature A & E 475170 I.A.</p>							
<small>CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</small>							

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
			AIRCRAFT HAS BEEN INSPECTED				
			IN ACCORDANCE WITH A HIGH MAINTENANCE				
			AND HAS BEEN DETERMINED TO BE				
			AIRCRAFT CONDITION AS LISTED				
			TOTAL TIME				
			TOTAL TIME				
			AIRCRAFT				
			Signature				
6-8-79	911.3 T.T.		Transponder tested per FAR 91.177, found to comply with appendix F, Part 43.				
			Date 6-8-79 Sig. 				
			PATTERSON AIRCRAFT CO. - FAA R/S #4043				

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				
6/11/49	+2°	+2°	PATTERSON AIRCRAFT - SACRAMENTO	R/S 4043		
TACH 9W.3			Lew Brown.			
6-11-49	Installed Micro Line Nav/Comms & VOR Indicator, also audio amp, 3 lite Marker receiver & Switching panel. Weight & Balance change as follows. Final load up made by Patterson Avionics - Invoice # 14145					
	New Empty wt. = 1568.62					
	New Empty C.G. = 104.48					
	New Moment = 163888.09					
	New Useful Load = 930.8					
						<div style="font-size: x-small; opacity: 0.5;"> <p>Signature of Pilot in Command</p> <p>Signature of Observer</p> <p>Signature of Inspector</p> <p>Signature of Repairman</p> <p>Signature of Mechanic</p> </div>

Lew Brown
 AIT 1015588

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>79</u> <u>6/30/79</u>			<p>Regarding Tech Reads 100 hr inspection for Reliance Completed this date. Complete Airframe inspected internally & lubed as necessary. Checked Cabin Controls, flight Controls & attach Points. Serviced Tires, Battery & hyd fluid Res. Inspected electrical system, & replaced vacuum filter element. Repacked wheel bearings, serviced Shimmy dampener. Aircraft is Airworthy this date. C/w AD 79-08-03- Paragraph 1.</p>		<p>9/3: 0-77</p>		<p>Gerald F. Robertson A & P 1015598</p>
<p>I certify that this aircraft has been inspected in accordance with <u>Annual</u> inspection on <u>7/30/79</u> C/W M and was determined to be in airworthy condition all of bulding listed in <u>On sheet</u> <u>913</u> <u>P. W. McEwen</u></p>							
<p>CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</p>							

Authorized Signature P. W. McEwen A & P 4751701A

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 79							
10-5-	49		Recording Tach Reads 956.8				
			50 hr. insp. Completed this date. Serviced Battery, Tires & checked hyd. fluid. Checked electric system. Made a visual check of flight controls. Airframe Airworthy this date.				Gerald F. Robertson A & P 1015598
6-27-	80		Recording tach Reads 978.4				
			Installed HANSON fire Extinguisher Model # 1211 Weight & Balance revision as follows:				
			New Empty wt. 1546.22				
			New Empty C.G. 104.75				
			New useful load 923.78				
			Installation on floor between front seats. All work performed as per 43:13				Gerald F. Robertson A & P 1015598

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		

6-30-80 Recording Tach Reads 975.0 = Total Time.
 100 hr. inspection completed this date. Complete Airframe Inspected internally & lubed as necessary. Repacked all wheel bops. Insp Brake linings. Serviced battery & hydraulic system. Serviced Nose Strut & Shimmy dampers. Replaced 1/4 main tire. Checked electrical system, Cabin & flight Controls & all attach Points. Aircraft is Airworthy this date.
Gerald F. Robertson
A & P 1015598

I certify that this aircraft has been inspected
 in accordance with a Annual
 inspection on 7-1-80 and
 was determined to be in airworthy condition
 all ad bulletins listed in On Sheet
 cpld. with 975.0
C. W. Messinger
 Authorized Signature A & P 47917C IA.

MEMORANDA

Date			
	74-8-01	N/A	
	74-16-06	- P/c/w/	
	74-24-13	- P/c/w 3/17/75	By ^{ATP-2158508} Jerry Bunter (ultimate mod.) BTK.
	75-07-02	- N/A	
4-1-75	AD 74-16-06	- OIL LINE SECURITY	P/c/w G. Robertson
	74-18-15	- SUPPRESSOR WELT	C/w G. Robertson
3-27-76	74-20-10	- CHK. EXT. FOR CORROSION	C/w G. Robertson
	75-07-02	- air filter Seal Insp or replace	C/w G. Robertson
	76-04-03	(auto pilot) NA	
	76-14-08	Stabilator trim actuator Bad. N.A. due to a/c, S/N	
	76-21-06	oil cooler insp. NA due to a/c S/N	
6-27-78	76-07-12	Bendix Ign Switch Insp & Check.	C/w - G.F. Robertson
	77-12-08	Ground Power Receptacle Insp.	N/A, due to 9/c S/N
	77-17-07	Bendix Mag Insp. N.A. - Mag S/N not listed in Ser. Bull.	
	78-09-07	Bendix Mag Impulse. Replace or Insp. N.A. This date TT=890.	
Researched thru-	78-11-05	G.F. Robertson ATP 1015598	
	78-13-05	EXT BATTERIES - G.F. Robertson ATP 1015688	

N34626

DEFECTIVE COMPLIANCE RECORD

AIRCRAFT, ENGINE, PROPELLER, OR APPLIANCE/COMP. MAKE CESSNA Model 177B Serial # 17701907

AD- IDENTIFICATION	SUBJECT	Date and Hours of Compliance	Method of Compliance	TIME RECORDED	Next Comp. Due Date/Hours	Authorized Signature and Number
71-24-4			NA / SERIAL No.			
72-3-3			NA / SERIAL No.			
74-16-06	CLAMP-OIL PRESS LINE UNDER PANEL	UNDER	C/W -		7-2-76	G. F. Robertson ATP 1015598
75-07-02	AIR FILTER SEAL (PARAGRAPH (B))		C/W		7-2-76	G. F. Robertson
76-21-06	OIL COOLER MODEL & S/N -		NA. S/N OF A/C & COOLER.			G. F. Robertson 7-25-76
76-04-03	AUTO PILOT. Actuator		NA - NO AUTO PILOT INSTALLED			GFR 6-25-79
76-14-08	Trim Tab Actuator		NA - DUE TO SERIAL #			GFR 6-25-79
77-17-07	BENDIX D-2000 MAG CIRCUIT LITER	C/W	O.H. BY SAVAGE MAG SER. # 01817			GFR 6-25-79
77-08-03	FUSE (IN LINE)	C/W	INSTALLED IN LINE 10 AMP FUSE			GFR 6-25-79
77-12-08	NA DUE TO SERIALIZATION					GFR 6-25-79
76-07-12	Bendix Switch	C/W	Checked 8-1-81	X		1015598
81-15-03	Brushett air filter	NA				
	SEE YELLOW PAGE.					

RECORDED



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

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS