

Cessna[®]



**AIRCRAFT LOG
AND MAINTENANCE RECORD**

N 35053 SERIAL NO. 17702178

Closed out
see Log # 2

~~Static test due 6-10-72~~

EWT Battery due ~~4-80~~

AIT & Static test due ~~4-21-79~~ 5-29-83

Transponder due ~~2-14-74~~

~~9-18-82~~

Cessna®

AIRCRAFT LOG AND MAINTENANCE RECORD

Record of Cessna 177B 17702178 N 35053
Make Model Serial Certificate

With Engine Lycoming O-360-A1F6D L-19252-36A
Make Model Serial

From _____ 19____ to _____ 19____

Detailing Time From _____ Hours To _____ Hours

Owner _____

Address _____

AIRCRAFT LOG

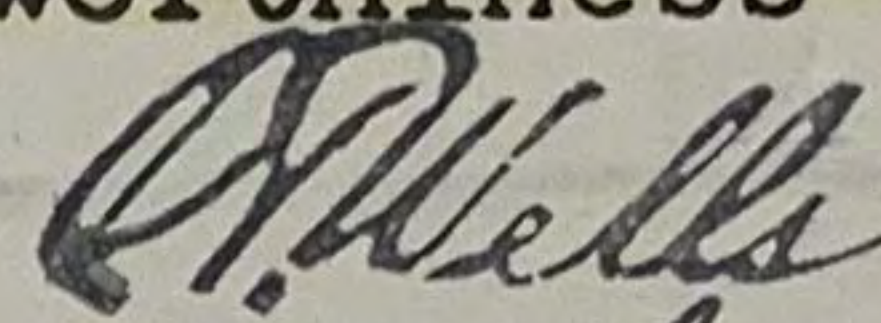
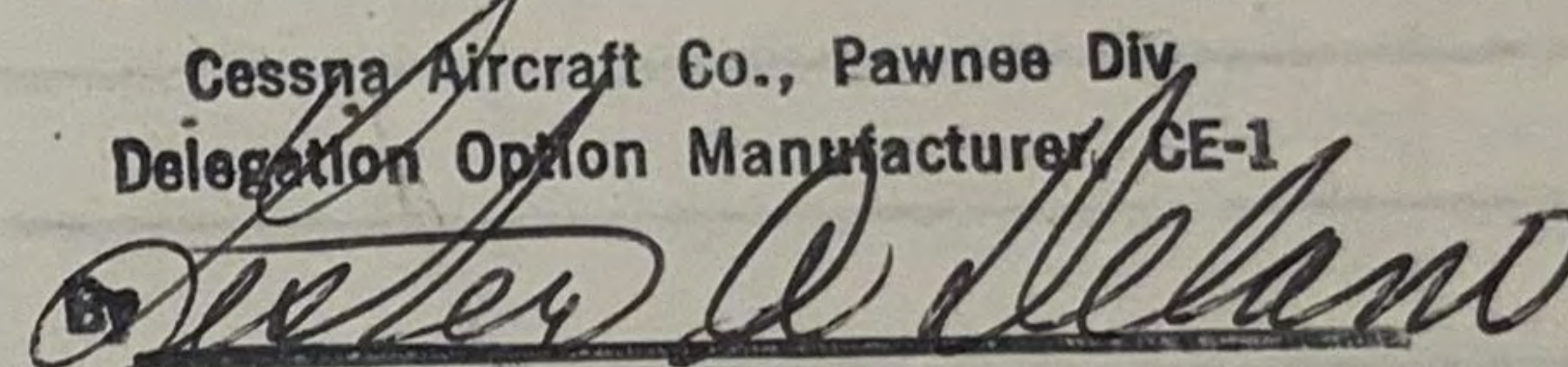
| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|---------------------------------|-------------|--------------|------------------|--------------------|-------------------------------|-------|---------------------------------------|
| | | | | | HOURS | 10THS | |
| 19 <i>74</i> <i>Sept. 23</i> | <i>Oct.</i> | <i>Local</i> | <i>Test</i> | <i>20</i> | <i>20</i> | | <i>[Signature]</i> <i>C1404640</i> |
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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 | | |
| | 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. |

I have inspected this aircraft and found it complies with the requirements of FAR 21.183. All mandatory changes have been complied with. The static pressure system and sensitive altimeter instrument CD800 have been tested and inspected 7-20-74 and found to comply with FAR 91.170 to an altitude of 20 thousand feet. Standard Certificate of Airworthiness dated 9-30-74 was issued by me.

 Executive Engineer
 Cessna Aircraft Co., Pawnee Div.
 Delegation Option Manufacturer, CE-1

 Lester A. Delano

IMPORTANT NOTICE

Dear Owner:

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

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

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

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

Customer Services Department
Cessna Aircraft Company

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|---|--|----|--|--------------------|-------------------------------|-------|--------------------|
| | | | | | HOURS | 10THS | |
| 19 | | | | | | | |
| 7-2-75 | | | VOR Check Teck time 55.7 #1 against #2 TO ±1 From ±1 Lawrence S. Stokely - Prot 485093713 | | | | |
| 7-22-75 | | | VOR Check Teck time 86.9 #1 against #2 TO ±1 From ±1 Lawrence S. Stokely - Prot 485093713 | | | | |
| 7-29-75 | 91.9 hrs Teck reading Remove inoperative altimeter and installed United altimeter PN 58347167 Serial # 81296 Static Test made in accordance with Part 43 appendix E and found to be within tolerance Donald S. Johnson ABP 453193 | | | | | | |
| 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 ____ | 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. | | | | | | | | |
| | | | | 8-30-75 | <p>Tach reading 107 hrs. change Removed ELT and returned to factory for overhaul lubricated flap actuator, service battery and brakes (see back of book for AD listing sheet. I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.</p> <p style="text-align: right;">Donald J. Johnson HP P457193 AF.</p> | | | | | | | | |
| | | | | 10/9/75 | <p>VOT Check - Chicago Midway - Tach 145.2</p> <table style="margin-left: auto; margin-right: auto; border: none;"> <tr> <td style="padding: 0 10px;">To: #1</td> <td style="padding: 0 10px;">#2</td> <td style="padding: 0 10px;">From #1</td> <td style="padding: 0 10px;">#2</td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">+2</td> <td style="text-align: center;">0</td> <td style="text-align: center;">2</td> </tr> </table> | To: #1 | #2 | From #1 | #2 | 0 | +2 | 0 | 2 |
| To: #1 | #2 | From #1 | #2 | | | | | | | | | | |
| 0 | +2 | 0 | 2 | | | | | | | | | | |
| | | | | 11/3/75 | <p>Lamar J. Stutz Pilot 1793363</p> <p>VOR Check - SUVX</p> <table style="margin-left: auto; margin-right: auto; border: none;"> <tr> <td style="padding: 0 10px;">To #1</td> <td style="padding: 0 10px;">±3</td> <td style="padding: 0 10px;">From #1</td> <td style="padding: 0 10px;">±3</td> </tr> <tr> <td style="padding: 0 10px;">To #2</td> <td style="padding: 0 10px;">±3</td> <td style="padding: 0 10px;">To #2</td> <td style="padding: 0 10px;">±3</td> </tr> </table> <p>Lamar J. Stutz 1793363</p> | To #1 | ±3 | From #1 | ±3 | To #2 | ±3 | To #2 | ±3 |
| To #1 | ±3 | From #1 | ±3 | | | | | | | | | | |
| To #2 | ±3 | To #2 | ±3 | | | | | | | | | | |

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|----------|--------------------------|-------|------------------|--------------------|-------|-------------------------------|-------|--------------------|
| | | | | HOURS | 10THS | HOURS | 10THS | |
| 12/22/75 | Josh Jones | 185.4 | | | | | | |
| | VOR check #1 against #2 | | 50X | | | | | |
| | To ±3 From ±3 | | | | | | | |
| | Lenses 1 dirty 1 mounted | | 1793363 | | | | | |
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CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

AIRCRAFT LOG

REMARKS

| | | | |
|--|--------------------------------|-------|------------------|
| VOR Receiver operation checked in accordance with FAR 91.25 | | | DATE 19 _____ |
| Date | Bearing error VOR 1 VOR 2 | Place | |

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.

2-14-76

THE ATC TRANSPONDER TESTS AND INSPECTIONS REQUIRED BY FAR 91.177 WERE PERFORMED THIS DATE AND FOUND TO COMPLY WITH FAR 43 APP IX F.

ATC TRANSPOND. SN 22676
 MAKE King Model KT 78

DETAILS OF THE INSPECTION ARE ON FILE AT THIS REPAIR STATION UNDER WO. NO. 7750

DATE 2-14-76 SIGNATURE Maynard Mejer

CERTIFICATE NO. CRS-3029
 AIRKAMAN OF OMAHA, INC. CRS-3029
 EPPLEY AIRFIELD
 OMAHA, NEBRASKA 68119

3-2-76 217 hrs. replaced both fuel transmitters on fuel gauges. Donald Johnson AIP 453193

8-12-76 Installed new manifold pressure gauge. Donald Johnson AIP 453193

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|--|-------------|----|---|--------------------|-------------------------------|-------|---|
| | | | | | HOURS | 10THS | |
| 19 <u>77</u> <u>6/8/77</u> | | | TT 549.1 Removed Altimeter Altimeter s/n A3556 | | | | s/n 81296 & installed Had Kuehck 504604179 |
| <u>6/8/77</u> <u>TT 549.1</u> | Removed | | s/n A3556 Altimeter | | | | & installed Altimeter Had Kuehck 504604179 |
| <p>I certify that the altimeter and static system test required by F. A. R. Part 91.170 have performed. The altimeter has been tested to <u>20000</u> feet. <u>4/21/77</u></p> <p style="text-align: center;">NORTHWESTERN FLYERS, INC. SIOUX CITY, IOWA Sig. <u>Had Kuehck</u> A. P. <u>504604179</u> Date <u>6/9/77</u></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 | Bearing error | | Place |
| | VOR 1 | VOR 2 | |
| | | | Signature |
| | | | |

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.

~~ATC transponder tests and inspections~~
 required by FAR 91.177 were performed
 this date 6/13/77 and found to comply
 with FAR part 43 Appendix F1
 No. 1: KT-78
 No. 2:
 W.O. # 23190 Signed: Fran
 NEA, INC. E19 49

6-26-78 732 hrs. Installed new seals in shimmy dampers
and fill with fluid Donald Johnson HPP 49 3193

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|--|-------------|----|---------------------------------------|---|-------------------------------|-------|--------------------|
| | | | | | HOURS | 10THS | |
| 19 | | | | | | | |
| 9/16/77 | MCH. 619.7 | | 100 hr. inspection completed this day | | | | |
| <p>Removed all pertinent inspection panels & inspected wing, & tail groups. Inspected flap system, rudder system, elevator, and all trim systems, inspected brake system, replaced both main gear tires, serviced battery, checked E/I for operation & battery due date April 80, replaced vacuum system filter, repacked wheel bearings, inspected landing gear, checked A.D.S.</p> | | | | | | | |
| Date <u>9/16/77</u> Tachometer reading <u>619.7</u> | | | | Date <u>9-16-77</u> Tachometer reading <u>619.7</u> | | | |
| Total time as recorded <u>619.7</u> hrs. I certify | | | | Total time as recorded <u>619.7</u> hrs. I certify | | | |
| that this (aircraft) (engine) has been inspected | | | | that this (aircraft) (engine) has been inspected | | | |
| in accordance with an ANNUAL (100 hr.) inspection | | | | in accordance with an ANNUAL (100 hr.) inspection | | | |
| and was determined to be in an airworthy condition. | | | | and was determined to be in an airworthy condition. | | | |
| Sig. <u>Don F. Bartels</u> A&P <u>507704707</u> | | | | Sig. <u>Al Johnson</u> A&P <u>453193 AT</u> | | | |
| For Northwestern Flyers, Inc., Sioux City, Iowa | | | | For Northwestern Flyers, Inc., Sioux City, Iowa | | | |
| CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE | | | | | | | |

AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 | | | DATE | REMARKS |
|--|--------------------------------|-------|------|---------|
| Date | Bearing error VOR 1 VOR 2 | Place | | |

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.

~~12 28 77~~ ~~Drain oil and filled with~~
(654 hrs)

SPENCER AVIONICS

Municipal Airport Spencer, Iowa 51301

FAA Repair Station #304-45

This is to certify that the ATC transponder below has been inspected and tested as required by FAR 91.177 and to be in compliance with Appendix F of FAR 43.

Model # King KT-76 78 S/N # 22676

W.O. # 626 Date 3/10/78

Inspector W.R. Henne AV # 2263605

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|----------------------|-------------|----|--|--------------------|-------------------------------|-------|--------------------------------|
| | | | | | HOURS | 10THS | |
| 19 April 26, 1978 | | | Tach 721.1 hrs. Installed kit R.H. fuel & oil temp gage kit. Kit P/N SK177-36A Replaced instrument cluster as per instructions with Kit # 177 Service Manual. Cluster P/N C669508-0101. XATR P/N C668002-0102 was installed in right wing in place of old XATR. Capped old oil temp wires. Ran new oil temp probe, do per kit Blue Prints. No weight change. | | | | Allen N. Martin AP485706091 |
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CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

AIRCRAFT LOG

REMARKS

| | | | |
|---|---------------|-------|-----------|
| VOR Receiver operation checked in accordance with FAR 91.25 | | | |
| Date | Bearing error | Place | Signature |
| | VOR 1 VOR 2 | | |

DATE

19 78

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.

June 13, 1978 Tach 726 hrs.
 Removed clock. Installed Astro-Tech Digital Clock.
 Model no CT6. Weight & Balance was not affected. Allen P. Martin
 NP4857A-091

The ATC transponder tests and inspections required by FAR Part 91, para. 91.177 were performed this date and found to comply with FAR Part 43, Appendix F.

ATC Transponder(s):

- 1. MFR KING MODEL KT 78 S/N 22676
- 2. MFR P MODEL P S/N P

Details of this inspection are on file at this Repair Station reference Work Order No. RS-14357 Date 8-30-78

Signature [Signature] for C.R.S. # 3018
 Sky Harbor Air Service, Inc. Omaha, Nebraska 68119

tach 772 hrs

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|------|-------------|----|------------------|--------------------|-------------------------------|-------|--------------------|
| | | | | | HOURS | 10THS | |

19 78

Sept 21, 1978 Rock 782

Opened access covers. Checked ~~engine~~ spark plug. Checked wing attach points. Checked ailerons & flaps, control cables pulleys attach points flaps checkles. Checked Rudder & Horizontal Stabilizer. Checked landing gear wheels, Brakes and lines. Checked Battery. Checked EIT. New EIT is to be installed immediately upon arrival. Checked ATIS & Pack of Bob protest. Installed fuel & oil pressure gauge. Replaced old gauge & sending unit as per Blue Prints with kit + 177 Service Manual. No Weight Change

Date 9-21-78 Tachometer reading 782

Total time as recorded 782 hrs. I certify

that this (aircraft) (~~engine~~) has been inspected in accordance with an ~~ANNUAL~~ (100 hr.) inspection and was determined to be in an airworthy condition.

Sig. Alan W. Martin A&P 485706091

For Northwestern Flyers, Inc., Sioux City, Iowa

Date 9-21-78 Tachometer reading 782

Total time as recorded 782 hrs. I certify

that this (aircraft) (~~engine~~) has been inspected in accordance with an ANNUAL (100 hr.) inspection and was determined to be in an airworthy condition.

Sig. Bob Johnson A&P 453193 A.P.

For Northwestern Flyers, Inc., Sioux City, Iowa

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 | | |

| | | | | |
|--------------|------|-----|--------------------|---|
| Dec 12, 1978 | Tach | 819 | Aileron | Installed new Bellcrank on Left Wing - Pt# 1221097-1 by Kohler AWP 1897702. |
|--------------|------|-----|--------------------|---|

| | | | | |
|--------------|------|----------|--|--|
| Dec 28, 1978 | Tach | 824 hrs. | | Installed E.T. New replacement from factory. Model 7A-1-201 S/N 137892 Battery Replacement Date 12-8-78 Tested E.T. on 121.5 OK Allen W. Miller AWP 485706091 |
|--------------|------|----------|--|--|

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|--|-------------|----|--|--------------------|--|-------|--------------------|
| | | | | | HOURS | 10THS | |
| 19 May 24, 1979 | | | 859 was TACH TIME Removed standard Cessna factory altimeter and installed new Aero-Mechanism 8140B-20 Encoding Altimeter. See FAA Form 337 dated 5/24/79. Weight and balance and supplemental equipment list dated 5/24/79 also prepared. Repaired static system leaks in both left and right side sump bowls. | | | | W. R. Kemme |
| SPENCER AVIONICS | | | | | SPENCER AVIONICS | | |
| Municipal Airport Spencer, Iowa 51301 FAA Repair Station No. 304-45 | | | | | Municipal Airport Spencer, Iowa 51301 FAA Repair Station No. 304-45 | | |
| <p>I certify that the altimeter and static system tests required by FAR 91.179 have been performed.</p> <p>The altimeter was tested to <u>20,000</u> ft.</p> | | | | | | | |
| <p>Signature <u>W. R. Kemme</u> Date <u>5/22/79</u> Static System Only <u>4/24/79</u> Encoding Altimeter Only</p> | | | | | | | |
| CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE | | | | | | | |

AIRCRAFT LOG

VOR Receiver operation checked
in accordance with FAR 91.25

| Date | Bearing error | | Place | Signature | DA |
|------|---------------|-------|-------|-----------|----|
| | VOR 1 | VOR 2 | | | |

aero mechanism, inc
ALTIMETER / ENCODER

TSO C-10B TSO C-88

MODEL NO. 8140B-20 SERIAL NO. 8669

RANGE: ALTIMETER, -1000 TO 20 000 FT.; ENCODER, -1000 TO 20,000 FT.
THIS ALTIMETER COMPLIES WITH APPENDIX E, PART 43,
CH. 7, SECTION 91, FAA REGULATIONS.

DATE 4-24-79 TEST BY F.W. LIGHTING: _____ V, AC OR DC

| TEST POINT (FEET) | SCALE ERROR (FEET) |
|-------------------|--------------------|
| -1000 | +10 |
| 0 | -10 |
| 500 | +5 |
| 1000 | 0 |
| 1500 | +10 |
| 2000 | 0 |
| 3000 | +10 |
| 4000 | +10 |
| 5000 | 0 |
| 6000 | 0 |
| 8000 | +10 |
| 10,000 | +25 |
| 12,000 | +30 |
| 14,000 | +20 |
| 15,000 | +40 |
| 16,000 | +40 |
| 18,000 | +60 |
| 20,000 | +60 |
| 22,000 | +60 |
| 25,000 | |
| 30,000 | |
| 35,000 | |

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|--------------------------|-------------|----|--|--------------------|-------------------------------|-------|--------------------|
| | | | | | HOURS | 10THS | |
| 19 September 19, 1979 | | | Tach 942 hrs. 100 hr inspection completed this date. Opened access covers inspected aircraft and controls. Checked cables, turnbuckles, pulleys & brackets & harness checked trim system, checked & lubricated Rudder Pedals. Checked Vertical stabilizer, Rudder checked stabilator checked landing gear wheels, brakes & tires. Serviced Battery and brakes. Checked EIT Battery & operation. Checked A/Ds See Back of Book for list. C/W AD 79-08-03 (P) SE 79-6 By installing drilled Bolt castle Nut & Cater pin. | | | | |

Date 9-19-79 Tachometer reading 942
 Total time as recorded 942 hrs. I certify
 that this (aircraft) (~~engine~~) has been inspected
 in accordance with an ~~ANNUAL~~ (100 hr.) inspection
 and was determined to be in an airworthy condition.
Alvin Martin No. 485706091
 For Northwestern Flyers, Inc., Sioux City, Iowa

Date 9-21-79 Tachometer reading 942
 Total time as recorded 942 hrs. I certify
 that this (aircraft) (~~engine~~) has been inspected
 in accordance with an ~~ANNUAL~~ (~~100~~ hr.) inspection
 and was determined to be in an airworthy condition.
 Sig. D. J. Johnson A&P No. 453193AL
 For Northwestern Flyers, Inc., Sioux City, Iowa

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

AIRCRAFT LOG

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.

VOR Receiver operation checked in accordance with FAR 91.25

DATE

Date

Bearing error
VOR 1 VOR 2

Place

Signature

19

| Date | Bearing error VOR 1 VOR 2 | Place | Signature | DATE | REMARKS |
|------------|------------------------------|-----------|-----------|------|--|
| 17 Sept 80 | | Tark Road | | 1967 | Wheels - brakes checked. tires serviced. Battery & brake reservoir serviced. EIT of K.E. G.A.D. 76-07-12 by eye check. I certify this aircraft was inspected in accordance with an annual inspection and determined to be in Airworthy Condition. <i>[Signature]</i> A# 2146113 I.A. |

Note: Dragboard requires certification before use.
FAR 91.127

I hereby certify that the aircraft was inspected and found to conform to the requirements of the applicable Federal Aviation Regulations and that the work was performed in accordance with the applicable Airframe and Powerplant Inspection Manual.

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT | |
|--|-------------|--------|------------------|--------------------|-------------------------------|------------|---|--|
| | | | | | HOURS | 10THS | | |
| <p>I certify that the transponder tests per FAR 91.177 have been accomplished. Date 9-18-80 Arnold P Bell Des Moines Flying Service MUNICIPAL AIRPORT • DES MOINES, IOWA FAA Approved Repair Station No. 3782</p> | | | | | | | | |
| Jan 2, 81 | TACH READS | 1095.8 | Removed | D.G. | EDO-AIRE model 4000 B-12 | S/N 28038C | Installed rebuilt D/G model EDO-AIRE 4000 B-8 S/N 611450 P/N 14-262-001-9 | |
| | | | | | | | | |

W.O.# 5757 Date 1/2/81
 Signed *Arnold P Bell* For #4173628725
 GRAHAM AIRMOTIVE
 Box 3409 Sioux City, Ia.
 FAA Approved Repair Station No. 304-3

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

VOR Receiver in accordance with FAR Part 91.177
 Date Feb 11
 Bearing
 VOR 1
 5-29

AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 | | | | DATE 19 _____ | 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 | | |
| Feb 11, 1981 | | TACH READS | 11 07.4 | | Removed regulator + |
| | | Installed | req. P/N C6 11001-0102 | | and ck OK |
| | | | | | wo # 587 of |
| | | | | | Donald V. Yellow |
| | | | | | R 473 625035 |

5-29-81

| FEET | ERROR | FEET | ERROR |
|--------|-------|--------|-------|
| -1,000 | -20 | | |
| 0 | 0 | 10,000 | -10 |
| 500 | 0 | 12,000 | +15 |
| 1,000 | -10 | 14,000 | +25 |
| 1,500 | -15 | 16,000 | +80 |
| 2,000 | -15 | 18,000 | +100 |
| 3,000 | -10 | 20,000 | +80 |
| 4,000 | -10 | | |
| 6,000 | -25 | | |
| 8,000 | -10 | | |

wo # 6121

meter and static system tests required by
 been performed. The altimeter was
 .. feet on --
 81 Date of Static Test 5-29-81
 Rep. Cert. No. 1900728
 ham Airmotive
 ved Repair Sta. 304-3

AIRCRAFT LOG

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.

| | | | |
|---|----------------|-------|-----------|
| VOR Receiver operation checked in accordance with FAR 91.25 | | | |
| Date | Bearing error | Place | Signature |
| | VOR 1 VOR 2 | | |

Feb 11, 1981 - TACH READS 1107.4
 INSTALLED req. P/N C4 11001-0102

Removed regulator +
 grid. ck. OK
 wo # 5864
 Donald V. Yelland
 Nr 473625035

29 MAY 1981 TACH. 1146.7

I certify that the altimeter and static system tests required by FAR Part 91.170 have been performed. The altimeter was tested to 20,000 feet on --
 Date of Alt. Test 5-29-81. Date of Static Test 5-29-81
 Signed Robert S. Sturge Rep. Cert. No. 1900728
 Graham Airmotive
 FAA Approved Repair Sta. 304-3

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|---------|-------------|----|---|--------------------|-------------------------------|-------|--------------------|
| | | | | | HOURS | 10THS | |
| 19 | | | | | | | |
| 10-1-81 | | | Tech 1199.4 A/C Total Time | | 1199.4 | | |
| | | | Completed 100hr Insp per Lesona Insp Guide | | | | |
| | | | Replaced brake pads Replaced VAC Relios 5:1Tev | | | | |
| | | | & Central Inst. Fi:1Tev. C/W Bendix AD 76-07-12 | | | | |
| | | | Ign s/w check OK C/W 28-09-07 R2 by Insp MHG | | | | |
| | | | Impulse Coupling per BSB 598A OK. A/C AD 81-18-04 | | | | |
| | | | Eng oil Pump Insp/Repl. is due @ 1224 hrs | | | | |
| | | | Removed Leigh sys Share 7 EIT Model 7A-1-201 | | | | |
| | | | S/N 137892 for repair (Batt. Repl.) Installed Blacard | | | | |
| | | | in A/C per FAR 91.52. EIT must be Reinstalled by | | | | |
| | | | Dec 1, 81. Revised & updated AD list see Rev | | | | |
| | | | of A/C log. checked ADs thru 81-19 | | | | |

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. |
| Date | Bearing error | Place | | |
| | VOR 1 VOR 2 | | | 19 _____ |

Tachometer 1199.4 Total Time 1199.4 I certify that this (aircraft) (~~engine~~) has been inspected in accordance with a ~~100 HOUR~~ ANNUAL inspection and was determined to be in airworthy condition.

Dated 10-1-81 W.O.# 6413-6415

Signed Vincent A. Chisone

Graham Airmotive
FAA Approved Repair Sta. 304-3

A 2720229 IA

1300781

FLT 7A1-201 S/N 137892 RE-INSTALLED AFTER
 REPAIR BY DEPT LAB. BY W.O. #26 & GR11 OK OK
 BATT REPAIR DUE 11-84
Len Johnson A#12305K

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|-----------------|-------------|----|--|--------------------|-------------------------------|-------|--------------------|
| | | | | | HOURS | 10THS | |
| 19 81 Nov. 5 | | | Tach Reads 1207 hrs Removed Aero-Mechanism 8140B-20 S/N 8669 encoding altimeter and recalibrated both altimeter and encoder zero to remove 140 ft low reading error | | | | |

SPENCER AVIONICS

Municipal Airport Spencer, Iowa 51301
FAA Repair Station No. 304-45

SPENCER AVIONICS

Municipal Airport Spencer, Iowa 51301
FAA Repair Station No. 304-45

I certify that the altimeter and static system tests required by FAR 91.170 have been performed.

The altimeter was tested to 20,000 ft

Signature W.R. Kemme Date 11-5-81

ALTIMETER SCALE ERROR | DATE Nov. 5, 1981

MAINTENANCE RELEASE

Model # AIM 8140B-20 S/N # 8669

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

W.O. # 3954 Date 11-5-81

Inspector W.R. Kemme AV # 2263605

SPENCER AVIONICS

Municipal Airport Spencer, Iowa 51301

FAA Repair Station #304-45

Altimeter FAR Re-certification

| | | | |
|------|-----|--------|--------|
| 6000 | -20 | 25,000 | 80,000 |
|------|-----|--------|--------|

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. |
| Date | Bearing error | Place | | |
| | VOR 1 VOR 2 | | | 19__ |

9-9-82 1273: TT
 and AD 82-11-5 Due in 100 hrs. Inspected Bendix mag as per SB # 617A
 Installed new Bendix ign switches
 Installed 2 new Goodrich main tires 600x6 ply. Inspected brakes + wheel bearings.
 Had prop rebuilt at Foster Prop Shop Boynton Okla.

~~9-9-19~~ P2
 I CERTIFY THIS (AIRCRAFT) (ENGINE) HAS
 BEEN INSPECTED IN ACCORDANCE WITH A
 (100 HOURS) (ANNUAL) INSPECTION AND
 WAS DETERMINED TO BE IN AIRWORTHY
 CONDITION. James W. [Signature] AIP 16578727A

AIRCRAFT LOG

| DATE | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|--------------|-------------|------|--|--------------------|-------------------------------|-------|--------------------|
| | | | | | HOURS | 10THS | |
| 19 9 JUNE | 1983 | TACH | 1350.9 | | | | |
| | | | I certify that transponder tests required by FAR 91.172 have been performed onDate 9 JUNE 1983 Signed <u>Robert Stokes</u>.....for Graham Airmotive FAA Approved Repair Sta. 304-3 | | | | |
| | | | I certify that the altimeter & static tests required by FAR 91.171 have been performed onDate 9 JUNE 83 Signed <u>Robert Stokes</u>.....for Graham Airmotive FAA Approved Repair Sta. 304-3 | | | | |

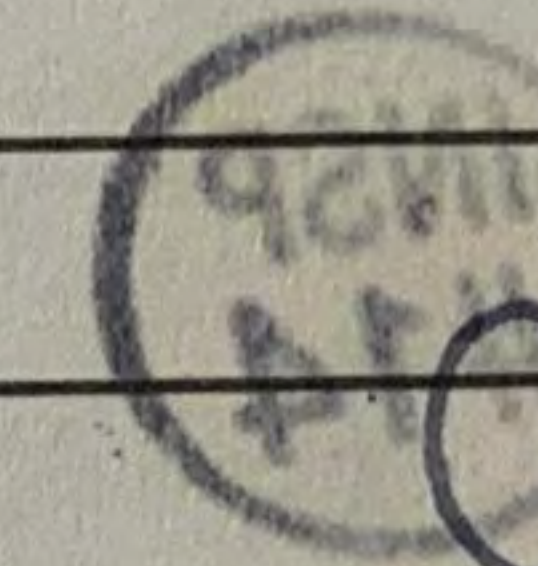
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

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. |
| Date | Bearing error | Place | Signature | | |
| | VOR 1 VOR 2 | | | 19 _____ | |

9-6-83 *total time 1377: hr. Serviced battery inspected wheels + tires inspected fuel tanks & caps. Washed belly.*

9-6-83
 I CERTIFY THIS (AIRCRAFT) (ENGINE) HAS BEEN INSPECTED IN ACCORDANCE WITH A (100 HOURS) (ANNUAL) INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.



James W. Wetts ACP 1651872 IA

SPENCER AVIONICS

Municipal Airport Spencer, Iowa 51301
 FAA Repair Station #304-45

This is to certify that the ATC transponder below has been inspected and tested as required by FAR 91.172 and to be in compliance with Appendix E and F of FAR 43.

Model # KT-78 S/N # 22676
 W.O. # 5339 Date # 11-8-83
 Inspector W.R. Kenmore AV # 2263605

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 OCT 84 | | | TACH 1504 | TOTAL ACP TIME 1504 | PROP TOTAL TIME 1504 |
| | | | ON S/N 743555. | COMP. 100 HR INSP PER 177 | CESSNA INSP. |
| | | | REPORT. | CFR AD 82-11-05, 82-20-01 | 78-09-07 R3 BY INSP FOR. |
| | | | NEW BATT. IN INST. WITH REVL. DUR. DATE SEP 84. | | NEW |
| | | | MUFFLER PIN 1-5000127-2 S/N 4-1484 | INSTALLED. | AD LIST |
| | | | UP DATED. | | |

Graham Airmotive
FAA Approved Repair Sta. 304-3

Tachometer 1504 ^{ACP} Total Time 1504. I certify that this (aircraft) (~~engine~~) has been inspected in accordance with a **ANNUAL** inspection and was determined to be in airworthy condition.

Dated 10 OCT 84 W.O.# 9044-9046

Signed [Signature] IA 23055

Graham Airmotive
FAA Approved Repair Sta. 304-3

AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 | | | |
|--|---------------|-------|-----------|
| Date | Bearing error | Place | Signature |
| | VOR 1 VOR 2 | | |

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 9-4-83
 Inspection performed in Airframe in Compliance with FAR 43: Directives
 Brakes Checked, Wheel Bearings Cleaned and Packed
 Landing Gear and Struts Inspected
 Skin or Fabric Checked For Condition
 Flight Controls; Cables, Pulleys and Fairleads
 Hydraulic Fluid Wings and Fittings
 Battery Serviced Seat Belts
 Electrical System Instruments
 Aircraft Lubricated Retraction Tests
 Radio and Special Equipment
 All AD'S Thru 85-13 CW. See Last Page Of Log For Complete List of AD'S
 Total Time in Service 1590 Tach Reading 1590
 Empty Weight _____ Center of Gravity _____ Useful Load _____
 I certify that this aircraft has been inspected in accordance with a annual inspection and was found to be in airworthy condition. Details of work performed during this inspection are on Work Order # 001799
 Signature Donald W. Witt AP# for
 SKY HARBOR AIR SERVICE REPAIR STATION
 #3018 EPPLEY AIRFIELD OMAHA, NEBRASKA 68119

MEMORANDA

Date

Installed placards as per Service Bulletin SEB86-5; tachtime 1659.1, 8/30/86
James J. Slatsky

100786 ACFT 7444 1643 ACFT TOTAL TIME 1663 PROP TOTAL TIME 1663
ON 743555, COMP 100411 INSP PRR CRSSMA INSP. REPORT. C/A AD'S
76-07-12 + 86-05-02 + FOUND OK BY INSPECTION 8426-02
NA SPR 337 DTN 1007 FOR BLACKRTE FUELIN INSTALLATION

Graham Airmotive

FAA Approved Repair Sta. 304-3

Tachometer 1643 Total Time 1663. I certify that
this (aircraft) (engine) has been inspected in accordance
with a ANNUAL inspection and was determined
to be in airworthy condition.

Dated 100786 W.O.# 10618-10620

Signed

James J. Slatsky
Graham Airmotive

FAA Approved Repair Sta. 304-3

INTEGRATION OK
I certify that transponder tests required by
FAR 91.172 have been performed on. KT-28

SN 22676 Date 100786

Signed

James J. Slatsky
Graham Airmotive

FAA Approved Repair Sta. 304-3



FIRST IN FLIGHT

IMPORTANT NOTICE:

Dear Concorde Battery Owner: Please keep this certificate and proof of purchase in a safe place. Should this battery fail to hold a charge, this certificate and your bill of sale will be required to obtain a warranty adjustment.

Owner's Name SXS Flyers LTD
Address 438 Commerce Bldg
City Sioux City
State Iowa Zip 51101
Make of Airplane Cessna
Model No. 177
Date of Purchase 6-9-87
Selling Dealer DMFS
Months/Pro-Rata Adjustment Period
Date of Replacement
Replacing Dealer
Battery Type
Distributor
Date

Table with columns: MASTER READS, ALTIMETER READS (ROOM TEMP, LOW TEMP), MASTER READS, ALTIMETER READS (ROOM TEMP, LOW TEMP). Includes handwritten data for altimeter readings at various altitudes.

(Integration check)
Verify that transponder tests required by R 91.172 have been performed on.
-78
22676 Date 10-19-87
Graham Airmotive
Approved Repair Sta. 304-3
W.O. 11304

Hour
P-2036693
and Ellis
VACUUM SYS PEN STC
22JUL87
RS 304-3 W.O. 1153

MEMORANDA

Date

10-23-87

Tach 1763 A/C T.T. 1763 Prop TOTAL Time 1763 ONS/N 743555
Completed 100 hr Insp per Lesona Insp Report c/w AD 76-07-12 Ign SW
ok per AD, 86-19-11 Fuel Reserv. PAR B installed Appendix in FIT MAN.
(eff date 10-4-86) 86-24-07 Ball type Rod Ends off 1-7-87 P/c/w has installed
nut + cotter key c/w AD 87-20-03 COSNA Seal track Insp
found OK eff date 10-23-87

Graham Airmotive
FAA Approved Repair Sta. 304-3

Tachometer 1763 Total Time 1763 I certify that
this (aircraft) (engine) has been inspected in accordance
with a ANNUAL inspection and was determined
to be in airworthy condition.

Dated 10-23-87 W.O.# 11271 thru 11274

Signed Vincent C. Chivine

Graham Airmotive
(87-19) FAA Approved Repair Sta. 304-3



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

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS