

Book #2 Log #2



# AIRCRAFT LOG AND MAINTENANCE RECORD

N 45193

SERIAL NO. 17784-1096

# AIRCRAFT LOG

| DATE | FLIGHT FROM | TO                          | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT    |
|------|-------------|-----------------------------|------------------|--------------------|-------------------------------|-------|-----------------------|
|      |             |                             |                  |                    | HOURS                         | 10THS |                       |
| 19   |             | Revised Engine 20360 A-1860 | 510-11337        | 5:00               |                               |       | Paul J. Smith         |
|      |             | Ground Run + Check          |                  |                    |                               |       | from Armstrong        |
|      |             | (W) DISCREPANCY             |                  |                    |                               |       | used to Service       |
|      |             | 1. EXCESSIVE DIAPHRAGM      |                  |                    |                               |       | Basding + Boils       |
|      |             | 2- SCREW SHOCK MOUNT        |                  |                    |                               |       | ACUAT 15              |
|      |             | 3- FLEX LUGS AT BASE        |                  |                    |                               |       | ROSES A-1 cabinet     |
|      |             | 4- OIL PRESSURE IMF         |                  |                    |                               |       | 111                   |
|      |             | 5- BOTH NOSE GEAR HOOK      |                  |                    |                               |       | 111 Air Port Lim Kase |
|      |             | 6- Transition Switch 10/2   |                  |                    |                               |       |                       |
|      |             | ALL UNAPPROPRIATE           |                  |                    |                               |       |                       |
|      |             | Inspection                  |                  |                    |                               |       | Max. Oelchman         |
|      |             | by                          |                  |                    |                               |       | to - See Yellow       |
|      |             | Common Repair Shop          |                  |                    |                               |       | Edward (Drew)         |
|      |             | Hick                        |                  |                    |                               |       | 10-21-51 2150         |
|      |             | Date 10-21-51               |                  |                    |                               |       |                       |

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE

# SERVICEABLE PART

MANUFACTURER McCumby  
 PART NAME propeller  
 MODEL B2D34C A D7  
 PART NO. 862538, 865713  
 SERIAL NO. 768291  
 REMARKS disassembled, complied

with McCumby 18-106-119 and  
18-1978-3 #1979-4

ACCOMPLISHED BY AP Dollyhite

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 NO. 1231048 DATE 10-12-81

SIGNED Twistle H. Henderson

SIGNATURE OF AUTHORIZED REPRESENTATIVE

FOR

PIEDMONT AVIATION, INC.  
 SMITH REYNOLDS AIRPORT  
 WINSTON-SALEM, N. C. 27102  
 F.A.A. REPAIR STATION NO. 1340 (LTD.)

## 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.

DATE

VOR Receiver operation checked in accordance with FAR 91.25

Signature

Place

VOR 1 VOR 2

Date

INSPECTED AND OPERATIONAL CHECKED BY - Boyd H. H.  
82 - Repaired nose wheel bearings - replaced 12074  
main disc - replaced nose gear link with new one  
checked gear -  
CERTIFIED VFR ONLY

I certify that this aircraft has been inspected in accordance with a NAMA inspection and was determined to be in airworthy condition.

Pertinent details of this inspection are on file at this agency under work order # 4128

Date 6-30-82 11/17/83

Signed Maupé Varg for

Cannon Aviation

Repair Station # 5367

Hickory, N. C.

# AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 |       |       |           | DATE<br>19__ | REMARKS                                                           |
|-------------------------------------------------------------|-------|-------|-----------|--------------|-------------------------------------------------------------------|
| VOR 1                                                       | VOR 2 | Place | Signature |              |                                                                   |
|                                                             |       |       |           |              | 7-1-83 TACH Reads 1894.8                                          |
|                                                             |       |       |           |              | checked controls, cables, fuses, pullers, & attachments.          |
|                                                             |       |       |           |              | checked landing gear, tires, wheels & brakes. Polished right      |
|                                                             |       |       |           |              | Main tire, Jacked A/C, performed retention checks - replaced      |
|                                                             |       |       |           |              | warning horn - serviced battery, checked lights - replaced - post |
|                                                             |       |       |           |              | blood light selector switch. Checked E.T. operation - battery     |
|                                                             |       |       |           |              | checked Dec 54, repaired cylinder head temp wiring.               |
|                                                             |       |       |           |              |                                                                   |
|                                                             |       |       |           |              | I certify that this <u>Aircraft</u>                               |
|                                                             |       |       |           |              | has been inspected in accordance with <u>FAA 135.41</u>           |
|                                                             |       |       |           |              | was determined to be in airworthy condition.                      |
|                                                             |       |       |           |              | Signed <u>Edg. Beasly</u> <u>FAA</u>                              |
|                                                             |       |       |           |              | A & P No. <u>1501368</u>                                          |

# AIRCRAFT LOG

## REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections — Rigging Clauses — 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 be the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

[illegible]

# AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 |                    | DATE<br>19 <u>84</u> | REMARKS                                                  |
|-------------------------------------------------------------|--------------------|----------------------|----------------------------------------------------------|
| Bearing error<br>VOR 1 VOR 2                                | Place<br>Signature |                      |                                                          |
|                                                             |                    |                      | 8-9-84 TWA Head 5 20917                                  |
|                                                             |                    |                      | Checked Controls, cables, fuses, pulleys, & attachments. |
|                                                             |                    |                      | Checked Landing gear, tires, wheels, & brakes - parked   |
|                                                             |                    |                      | checked - replaced the main tire - in hand maintenance.  |
|                                                             |                    |                      | checked shimming & spacers - checked Airbrake, performed |
|                                                             |                    |                      | no traction checks - checked battery, checked lights     |
|                                                             |                    |                      | checked E.P. operation - battery replaced Dec. 84.       |
|                                                             |                    |                      | I certify that this aircraft                             |
|                                                             |                    |                      | has been inspected in accordance with FAR                |
|                                                             |                    |                      | 101.31                                                   |
|                                                             |                    |                      | Inspection and                                           |
|                                                             |                    |                      | was determined to be in airworthy                        |
|                                                             |                    |                      | condition.                                               |
|                                                             |                    |                      | Signed <u>John G. Gifford, Jr.</u>                       |
|                                                             |                    |                      | A & P No. 1501368                                        |

| VOE Receiver operation checked in accordance with FAR 91.25 |               |       |           | DATE |  | REMARKS                                                                                                                                                                                                                                                                                                                                                                                                             |
|-------------------------------------------------------------|---------------|-------|-----------|------|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Date                                                        | Bearing error | Place | Signature | 19   |  |                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                                             | VOR 1         | VOR 2 |           | 84   |  | <p>Enter here general data with reference to "Line" and "Periodic" inspections — Ripping 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."</p> <p>ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</p> |
|                                                             |               |       |           |      |  | <p>8-3-84 TAAH 20977</p> <p>Checked controls, cables, hinges, pulleys, &amp; attachments.</p> <p>Checked landing gear, tires, wheels, &amp; brakes - relieved</p> <p>Applied Shimmy dampers - Greased Nudine, performed</p> <p>retraction checks - Special battery checked, lights</p> <p>checked &amp; in operation - battery requires No. 84.</p>                                                                 |
|                                                             |               |       |           |      |  | <p>I certify that this Aircraft</p> <p>has been inspected in accordance with an</p> <p>Annual Inspection and</p> <p>was determined to be in airworthy condition.</p>                                                                                                                                                                                                                                                |
|                                                             |               |       |           |      |  | <p>Signed <u>Red Benfield JR.</u></p> <p>A &amp; P No. 1501368</p>                                                                                                                                                                                                                                                                                                                                                  |

| REMARKS                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Enter here general data with reference to "Limo" and "Periodic" inspection - 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."</p> <p>ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</p> <p>A-84 72-1 1</p> |

checked Central, cables, hangings, pulleys, attachments -  
in fact looking over. Likes, whether a brasses - polished  
brasses - removed the H. main tire - in case an set tire  
removed all many damages - Jacked up slave, performed  
traction checks - Spliced battery, checked lights  
checked & 1/2 operation - battery repaired the 15th.

Signed W. A. Bengtson PP  
A & P No. 1501348

A & P No. 1501368

**SIGNATURE OF**

| AIRCRAFT LOG                                                                                                                                                     |              |    |                  |                    | SIGNATURE OF PILOT            |              |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|----|------------------|--------------------|-------------------------------|--------------|
| DATE                                                                                                                                                             | FLIGHT FROM  | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME |              |
|                                                                                                                                                                  |              |    |                  |                    | HOURS                         | 10THS        |
| 3-6-85                                                                                                                                                           |              |    |                  |                    |                               |              |
| 12-20-85                                                                                                                                                         | REPAIRED FLT |    | BATT. PACK       | BATT               | DUE                           | DATE OCT '86 |
| <p>Inspected and approved for</p> <p><i>[Signature]</i></p> <p>Camp Aviation<br/>Repair Station No. 5367<br/>Hickory, N. C.</p> <p>3-6-85 20130 W.O. # 28688</p> |              |    |                  |                    |                               |              |

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

## REMARKS

REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections - Ripping Changes - Alterations - Repairs - Service Failures - and changes in propeller or engine - and outline 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<br>in accordance with FAR 91.25 |           | DATE |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------------------------------------------|-----------|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Hearing error                                                  | Signature | 10   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| VOR 1                                                          | VOR 2     |      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                                                |           | 8-28 | <p>TACN BAKS 2123.8 checked controls, cables, pumps,<br/>fuel valves &amp; other components. Checked landing gear, tires, wheels &amp; brakes.<br/>Rechecked brakes. Performed radio check. Checked battery<br/>checked 1 hr. Checked EIT operation. Checked induction and filter<br/>per AD 84-262 due replacement by 2394 hrs.<br/>I certify that this A/C has been inspected in accordance<br/>with an approved inspection &amp; was determined to be in accordance<br/>with the best of my knowledge.</p> <p>W. B. Benford<br/>AIP 1501367 IA.</p> |

[illegible]

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

# AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |       |    | DATE |  | REMARKS                                                                                          |
|----------------------------------------------------------------|-------|----|------|--|--------------------------------------------------------------------------------------------------|
| Signature                                                      | Place | 19 | 86   |  |                                                                                                  |
|                                                                |       |    |      |  | checked controls, cables, fuses, pulleys & a the instrument                                      |
|                                                                |       |    |      |  | checked landing gear, tires, wheels & brakes. Performed refraction. Replaced oil and seals in    |
|                                                                |       |    |      |  | main engine & services. Serviced battery, checked lights. Replaced lower fuel                    |
|                                                                |       |    |      |  | Replaced 45.7 battery - dated to March 89, operational checked. cleaned & checked fuel strainer. |
|                                                                |       |    |      |  | NA 86-9-1160 log stating fuel system procedures check list in NA documents. Note:                |
|                                                                |       |    |      |  | 177RG Aircraft did not come equipped with a fuel strainer drain & is not required per            |
|                                                                |       |    |      |  | Phase consideration with Cessna 55 Tech Rep.                                                     |
|                                                                |       |    |      |  | I certify that this AIRCRAFT                                                                     |
|                                                                |       |    |      |  | has been inspected in accordance with 91                                                         |
|                                                                |       |    |      |  | inspected and                                                                                    |
|                                                                |       |    |      |  | was determined to be in airworthy                                                                |
|                                                                |       |    |      |  | condition.                                                                                       |
|                                                                |       |    |      |  | Signed <i>John Penfold IA</i>                                                                    |
|                                                                |       |    |      |  | A & P No. 1501368                                                                                |

# AIRCRAFT LOG

[illegible]

# AIRCRAFT LOG

Enter here general data with reference to "Log" and "Periodic" inspections — Inspection Changes — Alterations — Repairs — Service Letters — and all data 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  
10-5-71

VOR Receiver operation checked in accordance with FAR 91.25  
Date: 10-23-71 Place: 10-23-71 Signature: 10-23-71

Checked landing gear. 10-5 Checked controls, cables, hinges, pulleys & attachments. 10-5 Checked wheels, & brakes. 10-5 Checked the rotation of wheels. 10-5 Installed new oil. 10-5 Checked battery. 10-5 Checked lights. 10-5 Checked 27.5 operating. 10-5 Replaced 1-H. fuel transmitter. 10-5 Checked top plates on 2-H. fuel tank, leak. 10-5 Checked fuel gauge operation. 10-5 Replaced fuel tank (blown out). 10-5 Replaced broken oil filter. 10-5 Checked oil. 10-5 Installed drill bits. 10-5 Checked seats as required.

I certify that this Aircraft Aircraft has been inspected in accordance with an inspection and was determined to be in airworthy condition.

Signed John Beardsley, Jr. A & P No. 1501368

| AIRCRAFT LOG                                                        |                    |       |                  |                    |                    |
|---------------------------------------------------------------------|--------------------|-------|------------------|--------------------|--------------------|
| DATE                                                                | FLIGHT FROM        | TO    | NATURE OF FLIGHT | DURATION OF FLIGHT | SIGNATURE OF PILOT |
| 19                                                                  |                    |       |                  |                    |                    |
| (Date)                                                              | <u>3-3-88</u>      |       |                  |                    |                    |
| I certify this transponder MAKE                                     |                    |       |                  |                    |                    |
| has been tested and inspected                                       |                    |       |                  |                    |                    |
| of F. A. R. S/N                                                     |                    |       |                  |                    |                    |
| <u>Citibank Insurance Co.</u>                                       |                    |       |                  |                    |                    |
| (Signature)                                                         |                    |       |                  |                    |                    |
| Atlantic Aero, Inc. CRS-703-5                                       |                    |       |                  |                    |                    |
| Date:                                                               | <u>Mar 3, 1988</u> |       |                  |                    |                    |
| I certify the (altimeter/altitude reporting/static)                 |                    |       |                  |                    |                    |
| system test required by FAR 91.171 have been performed.             |                    |       |                  |                    |                    |
| LH S/N <u>837</u> Date <u>3-3-88</u> tested to <u>20000</u> ft.     |                    |       |                  |                    |                    |
| RH S/N <u>66W3422</u> Date <u>3-3-88</u> tested to <u>20000</u> ft. |                    |       |                  |                    |                    |
| Altitude reporting system tested to <u>20000</u> ft.                |                    |       |                  |                    |                    |
| Encoding altimeter tested to <u>837</u> ft.                         |                    |       |                  |                    |                    |
| Signed: <u>[Signature]</u>                                          |                    |       |                  |                    |                    |
| for                                                                 |                    |       |                  |                    |                    |
| Atlantic Aero, Inc. PMS # <u>703-5</u>                              |                    |       |                  |                    |                    |
| WO # <u>44325</u>                                                   |                    |       |                  |                    |                    |
| ACCUMULATED TOTAL FLYING TIME                                       | HOURS              | IOths |                  |                    |                    |

Date: Mar 3, 1988

I certify the (altimeter/altitude reporting/static)

system test required by FAR 91.171 have been performed.

UHS/N 837 Date 3-3-88 Printed in 20000

RRH S/N 66H342 Date 3-3-88 tested to 20,000

Altitude reporting system tested to 20,000 ft.

Encoding allipster/And encoding S/W 837

Signed: 

Atlantic Aero Inc BRS # 2035

100-2

[illegible]

|        |    |           |
|--------|----|-----------|
| TO THE | OF | NEXT PAGE |
|--------|----|-----------|

THE UNIVERSITY OF CHICAGO

100

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                                                        | Hearing error<br>VOR 1 VOR 2 | Place<br>Signature |         |                                                                                                                                                                                                          |
|                                                             |                              |                    | 7-6-88  | TACH Reads 2447. Jacked Ak. replaced throttle<br>operating switch. checked operation. Replaced induction air filter AD<br>84-26-2 (Plw)<br>JES. Replaced APPA 1501215                                    |
|                                                             |                              |                    | 8-17-88 | Tach 2463.5 installed new 204014-1 + 204014-2<br>support assembly main landing gear actuator + new<br>204020-1 pin serviced flight recorder performer<br>Rechecked wheel<br>Jacked E. Hork A + P 1876920 |
|                                                             |                              |                    | 8-17-88 | Tach 2462.5 Replaced both main tire<br>checked checked replaced main wheel bearings checked<br>+ balanced both main wheels<br>Jacked E. Hork A + P 1876920                                               |

Enter here general data with reference to "Line" and "Periodic" Inspections - Rectifying 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.

[illegible]

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                                                        | Signature |      |                                                                                                                                                                                                                 |
| 11-4                                                        |           | 88   | <p>6 attachments. checked landing gear, tires, wheels &amp; brakes. Replaced engine lights. Checked fuel system. Checked drain control per AD 88-12-12(3). Checked seat tracks, rollers etc per AD 87-20-3.</p> |
|                                                             |           |      | <p>I certify that this aircraft has been inspected in accordance with an inspection and was determined to be in airworthy condition.</p>                                                                        |
|                                                             |           |      | <p>Signed <u>A. J. V. [Signature]</u> A &amp; P No. 1501368</p>                                                                                                                                                 |
| 5-3-89                                                      |           |      | <p>Replaced overhead speaker and repaired #2 NAV com. system. Ckd Good.</p>                                                                                                                                     |
|                                                             |           |      | <p>C. M. [Signature] Pennington America 765-51</p>                                                                                                                                                              |

Enter here general data with reference to "Log" and "Perforation" inspections - Repairs - 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 his rating and certificate number must be shown.

[illegible]

6/2/89 tach 2574.2 Replaced  
valve gear regulator P/N C611001-0201.  
JACKET AND REAR PERFORMED GEAR  
SURVINGS TO CHECK GEAR MESH.  
SUBBED GEAR. GEAR LOGGED R/H-REAR  
RES. DEAN. *[Signature]* APP 27748312-1  
DEAN/ME

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 | 11/09 | <p>Checked &amp; Subscribed all Controls, Cables, Pulleys, Hinges. Performed Retraction test both Electrical &amp; Emergency. Checked &amp; Greased all Gear Actuation mech. &amp; tested all switches. Checked &amp; Greased wheel Bearings. Replaced all four Brake Linings. Cleaned &amp; checked under Cabin floor all under "tail fin" &amp; vent slot attachment point - unclogged fuel vent passage. Installed new Gas Arg assembly in both wings &amp; replaced fuel's placards. Inspected &amp; checked Butters, Rydberg EIT Batteries. Checked seat track rollers &amp; rollers upper RD 87-20-3 all other RD's checked. This is in accordance with manufacturer's recommended procedure and found to be in an Airworthy Condition. Applied Anti-Corrosion treatment to this AC.</p> <p><i>J. P. R. Hunt</i></p> <p>1948 264623/83</p> <p>(See next page)</p> |

10

[illegible]

## REMARKS

| AIRCRAFT | REMARKS                                                                                                                                                                                     |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|          | <p>...with reference to "Line" and "Periodic" inspections under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK."</p> <p>...Changes -- Alterations -- Repairs -- Service Letters --</p> |

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |           | DATE |                                                                                                                                                                                                                      |
|----------------------------------------------------------------|-----------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Bearing error                                                  | Signature |      |                                                                                                                                                                                                                      |
| VOR 1   VOR 2                                                  |           |      |                                                                                                                                                                                                                      |
|                                                                |           | 7/6  | Inspected this aircraft on day<br>7MB after starting with prop-hub<br>cracked. Found no damage except<br>leading screw & left side of prop.<br>The air box deflated & sealed<br>aircraft. J. Schuchert<br>N244623183 |
|                                                                |           | 7/31 | Remounted Prop & deflated Air box<br>Propeller for repair to very A/C<br>to Department General for repairs.<br>Found small Damage & loose Door<br>Damage. J. Schuchert<br>N244623183                                 |

VOR Receiver operation checked  
in accordance with FAR 21.25

VOR Receiver operation checked  
in accordance with FAR 91.25

| Bearing error | Place | Signature |
|---------------|-------|-----------|
|---------------|-------|-----------|

|       |       |       |           |
|-------|-------|-------|-----------|
| VOR 1 | VOR 2 | Place | Signature |
|-------|-------|-------|-----------|

DATE \_\_\_\_\_

9219

| REMARKS                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Enter here general data with reference to "Limo" and "Periodic" inspections — Blowing Cleaned — Alterations — Repairs — Service Letters — and changes in propeller or engine — as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</p> <p>Installed # R</p> |

Installed # 20

Installed # B2D3 4C207 Propeller on aircraft  
in aircraft with correct maint. manual.  
Removed and replaced upper engine cawling; Aircraft  
found safe for flight to Homestead gen airport for  
Repair ACP James King signed

|          |  |
|----------|--|
| A/c TACH |  |
|----------|--|

2710.1

10/10/15

Dec 28

Designed & Installed oil filter. Checked oil screen; installed new oil filter. Spent day with 8 GTS Aeroshell 100. Exhaust inspection showed no leaks. Removed interior, all access panels. Inspected landing gear; all seats, belts, harnesses, seat tracks, doors, latches, windows. Found doors to close hard, slightly hanging offset. Found cables, pulleys, controls with lubricate and lts 2. Anti-collision wings and fuselage with 50/50 cec. mineral spirits. Found one broken gas vent line in overhead. Removed and replaced vent pipe.

VOR Receiver operation checked  
in accordance with FAR 91.25

REMARKS

Enter here general data with reference to "Line" and "Portfolio" 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**

Installed # R

Installed # B22

Installed # B2D3 4C207 Propeller on aircraft  
in accordance with current maint. manual.  
Removed and

found safe for flight to Homestead gen. Aircraft for Repair ACP 11-11-44

James King Lynch

|           |           |     |     |
|-----------|-----------|-----|-----|
| gained 21 | Paras 200 | 200 | 200 |
|-----------|-----------|-----|-----|

with 100 oil filter. Branded one ... 1

Expert inspection showed no cracks  
in the 1" " "

to break all access panels. Inspected 1  
reactions to

of good publication of great value.

and doors to glass, steel tracks, doors, latches

4. vi And landing in 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839.

bles, pulleys, couplings with 1, 1, 1, 1

st. covered wings and B. 3.

weal spirits. Passage with 50/50 CEC  
found one 1/2 "

IN overhead. Removed And Cud...

next page

# AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 |                              |                    | DATE<br>19__ | REMARKS                                                                                                                                                                          |
|-------------------------------------------------------------|------------------------------|--------------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Date                                                        | Bearing error<br>VOR 1 VOR 2 | Place<br>Signature |              |                                                                                                                                                                                  |
|                                                             |                              |                    |              | I certify that this aircraft has been inspected with the manufacturer's 100 hour inspection procedure and found to be airworthy. ACP James V. Lypuk                              |
|                                                             |                              |                    |              | I certify that this <u>Boeing 737</u> has been inspected in accordance with an <u>FAA</u> inspection and was determined to be in an airworthy condition. All AD's complied with. |
|                                                             |                              |                    |              | Time in service: 2710.1                                                                                                                                                          |
|                                                             |                              |                    |              | Date: <u>10/20/90</u>                                                                                                                                                            |
|                                                             |                              |                    |              | <u>Overlooked</u>                                                                                                                                                                |
|                                                             |                              |                    |              | AT 264623185                                                                                                                                                                     |
|                                                             |                              |                    | 20 Dec       | Installed #20105 VSI in aircraft.                                                                                                                                                |
|                                                             |                              |                    |              | ACP James V. Lypuk                                                                                                                                                               |



KELLEY INSTRUMENTS, INC.

4131 MAY WICHITA, KS 67209-2838  
(316) 945-7171 1-800-835-1054

CERTIFICATION TAG  
Certified Repair Station No. OP2R065L

Unit Name US1 0-2 Ser. No. 20105  
Type 7000 C-32 Mfg W1  
Overhauled By Joe C. Ben Insp By KS  
Minor Rep./Alt. Work Order No. \_\_\_\_\_

RECEIVABLE

Work Order No. \_\_\_\_\_

P.O. No. \_\_\_\_\_

Date \_\_\_\_\_

Signed \_\_\_\_\_



KELLEY INSTRUMENTS, INC.

4131 MAY WICHITA, KS 67209-2838  
(316) 945-7171 1-800-835-1054

F.A.A. CERTIFICATE  
NO. OP2R065L

[illegible]

**ORLANDO AVIONICS CORP., DBA**

**ORLANDO**

**MODEL 177R.G**

SN 177RG1096

REG. NO. N45193

## Aircraft SERVICES

**EXECUTIVE AIRPORT • P.O. BOX 140741  
ORLANDO, FLORIDA 32814  
TELEPHONE: (407) 894-9863**

DATE 3/28/91

江

**HOUR/M 2743.5 TACH**

REPLACED MIXTURE CONTROL CABLE AND REBUILT AND SERVICED SHIMMY DAMPNER. DESCRIBED MAINTENANCE, REPAIRS AND/OR ALTERATIONS ARE AIRWORTHY WITH RESPECT TO THE WORK PERFORMED.

**SIGNATURE**

A&amp;P

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

VOB  
in air  
Date  
Reg  
VC

Service Information  
HUB LOG BOOK

ORLANDO AVIONICS CORP., DBA

**ORLANDO Aircraft**

SERVICES

EXECUTIVE AIRPORT • P.O. BOX 140741  
ORLANDO, FLORIDA 32814  
TELEPHONE: (407) 894-9983

4-17-91

DATE

T.T.

HOUR/M 2750.9

MODEL 177RG

S/N 177RG-1096

REG. NO. N45193

Replaced nose tire, balanced wheel and reinstalled.

SIGNATURE

*William S. Bonds* A/P 510-56-874

Replaced Servo Motor, P/N 42283-0000. Autopilot meets MPS. The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and was found airworthy for return to service.

Signature

*WMA*

Repair Station #

T P4R552M

# AUTOPILOTS CENTRAL, INC.

FAA CERTIFIED REPAIR STATION #CM2R747K

TULSA, OKLAHOMA

INTERNATIONAL AIRPORT

Date 5-24-91 Owner \_\_\_\_\_  
 Serial No. 4400 Unit Roll Actuator  
 W.O. No. 94021 Make ARC Model PA 295B  
 Remarks: P2 43615-1004  
 Mech. \_\_\_\_\_ Insp. [Signature]

SERVICEABLE

# AUTOPILOTS CENTRAL, INC.

FAA CERTIFIED REPAIR STATION #CM2R747K

TULSA, OKLAHOMA

INTERNATIONAL AIRPORT

Date 5-23-91 Owner \_\_\_\_\_  
 Serial No. 4001 Unit Roll Actuator mount  
 W.O. No. 94021 Make ARC Model 4462-1000  
 Remarks: \_\_\_\_\_  
 Mech. \_\_\_\_\_ Insp. [Signature]

SERVICEABLE

## MAINTENANCE RELEASE

TYPE OF UNIT mech REGISTRATION NO. \_\_\_\_\_  
 MANUFACTURER Telex  
 MODEL 62800001 100T SERIAL NO. WA  
 The aircraft headset, microphone 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:  
 REPAIR ORDER NO. 315025 CUSTOMER ORDER NO. \_\_\_\_\_  
 DATE 5-20-91  
 REPAIRMAN [Signature] CERT. NO. ☐ 1872051  
77545796

**TELEX**

TELEX COMMUNICATIONS, INC.

COMMUNICATIONS DIVISION

1720 EAST 14TH ST, GLENCOE, MINN 55336

MMF-3462

FORM NO. 339 (10/90)

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

Pertinent details of the repair are on file at this repair station under Order No. 94021

Date 5-24-91

Signed [Signature]

**AUTOPILOTS CENTRAL INC. • TULSA, OKLAHOMA**  
FAA CERTIFIED REPAIR STATION #CM2R747K

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

Pertinent details of the repair are on file at this repair station under Order No. 94021

Date 5-23-91

Signed [Signature]

**AUTOPILOTS CENTRAL INC. • TULSA, OKLAHOMA**  
FAA CERTIFIED REPAIR STATION #CM2R747K

24723

Work Order #

FAA FORM 8130-1

☐ Manufacturers Specifications  
☒ Altitude Test per F.A.R. 43 Appendix E (b)

Date 6/10/92

Part No. 22-374-B01

Ser. No. 6643422

Inspector [Signature]

d. Alt. Correction tol.± Test Case Leak 225ft. Tol. ±100 FT.

| Hysteresis |              | Tol. in ft. |      |
|------------|--------------|-------------|------|
| 50 Max AH. | 30ft. ±75ft. | 1,000       | ±70' |
| 40 Max AH. | 40ft. ±75ft. | 2,000       | 70'  |
|            |              | 3,000       | 70'  |
|            |              | 5,000       | 70'  |
|            |              | 10,000      | 80'  |
|            |              | 15,000      | 90'  |
|            |              | 20,000      | 100' |
|            |              | 25,000      | 120' |
|            |              | 30,000      | 140' |
|            |              | 35,000      | 160' |
|            |              | 40,000      | 180' |
|            |              | 50,000      | 250' |

| Pressure ALT. Diff. |  | Diff. |  |
|---------------------|--|-------|--|
| In. Hg.             |  | -1727 |  |
| 28.10               |  | -1340 |  |
| 28.50               |  | -863  |  |
| 29.00               |  | -392  |  |
| 29.50               |  | 0     |  |
| 30.00               |  | +531  |  |
| 30.50               |  | +893  |  |
| 30.99               |  | +974  |  |

APJ.H. FORM #19 1/90

MAINTENANCE RELEASE

COMPONENT AIRSPEED IND.

PART NO. EA-5175 SERIAL NO. 26266

☒ Overhaul ☐ Repair ☐ Functional Test

The Aircraft Appliance identified above was overhauled, repaired, functional tested as per block above in accordance with current Federal Aviation Administration Regulations and is approved for return to service. Details of this component are on file at this agency under.

Work Order # 24321 Date 5-13-92

Authorized Signature [Signature]



"CAUTION"

SPECIAL HANDLING REQUIRED.

DO NOT

SUBJECT THIS INSTRUMENT TO SHOCK

MAINTENANCE RELEASE

COMPONENT altimeter 20'K

PART NO. 22-374-B01 SERIAL NO. 6643422

☐ Overhaul ☐ Repair ☒ Functional Test

The Aircraft Appliance identified above was overhauled, repaired, functional tested as per block above in accordance with current Federal Aviation Administration Regulations and is approved for return to service. Details of this component are on file at this agency under.

Work Order # 24723 Date 6/10/92

Authorized Signature [Signature]

APH INC. FAA #W14R623M

24722

Work Order #

- ☐ Manufacturers Specifications  
☒ Altimeter Test per F.A.R. 43 Appendix E (b)

Technician Bush Date 6-11-92

Name MIAMI AVIATION Part No. 837

Remarks Alt. Inspector [Signature]

| Std. Alt. | Correction | tol.± | Test                  | Tol.        |
|-----------|------------|-------|-----------------------|-------------|
|           |            |       | Case Leak <u>L20</u>  | +100 FT.    |
|           |            |       | Hysteresis            |             |
| -1,000    | <u>+10</u> | 20    | 50 Max AH. <u>5</u>   | ±75ft.      |
| 0         | <u>0</u>   | 20    | 40 Max AH. <u>5</u>   | ±75ft.      |
| 500       | <u>0</u>   | 20    | After Effect <u>5</u> | +30ft.      |
| 1,000     | <u>0</u>   | 20    | friction              | Tol. in ft. |
| 1,500     | <u>0</u>   | 25    | 1,000 <u>5</u>        | ±70'        |
| 2,000     | <u>-5</u>  | 30    | 2,000 <u>5</u>        | 70'         |
| 3,000     | <u>-5</u>  | 30    | 3,000 <u>5</u>        | 70'         |
| 4,000     | <u>0</u>   | 35    | 5,000 <u>5</u>        | 70'         |
| 6,000     | <u>+5</u>  | 40    | 10,000 <u>5</u>       | 80'         |
| 8,000     | <u>+10</u> | 60    | 15,000 <u>5</u>       | 90'         |
| 10,000    | <u>+30</u> | 80    | 20,000 <u>5</u>       | 100'        |
| 12,000    | <u>+25</u> | 90    | 25,000 <u>5</u>       | 120'        |
| 14,000    | <u>+25</u> | 100   | 30,000 <u>5</u>       | 140'        |
| 16,000    | <u>+40</u> | 110   | 35,000 <u>5</u>       | 160'        |
| 18,000    | <u>+50</u> | 120   | 40,000 <u>5</u>       | 180'        |
| 20,000    | <u>+10</u> | 130   | 50,000 <u>5</u>       | 250'        |
| 22,000    | <u>+50</u> | 140   |                       |             |
| 25,000    | <u>+60</u> | 155   |                       |             |
| 30,000    | <u>+60</u> | 180   |                       |             |
| 35,000    | <u>+45</u> | 205   |                       |             |
| 40,000    | <u>X</u>   | 230   |                       |             |
| 45,000    | <u>X</u>   | 255   |                       |             |
| 50,000    | <u>X</u>   | 280   |                       |             |
|           |            |       | Pressure ALT. Diff.   |             |
|           |            |       | In. Hg.               | Diff.       |
|           |            |       | 28.10                 | -1727       |
|           |            |       | 28.50                 | -1340       |
|           |            |       | 29.00                 | -863        |
|           |            |       | 29.50                 | -392        |
|           |            |       | 29.92                 | 0           |
|           |            |       | 30.50                 | 571         |
|           |            |       | 30.90                 | 1001        |
|           |            |       | 31.30                 | 1491        |

COMPONENT ENCODING ALTIMETER  
PART NO. E4401A SERIAL NO. 837  
☐ Overhaul ☐ Repair ☒ Functional Test  
The Aircraft Appliance identified above was overhauled, repaired, functional tested as per block above in accordance with current Federal Aviation Administration Regulations and is approved for return to service. Details of this component are on file at this agency under.  
Work Order # 24722 Date 6-11-92  
Authorized Signature [Signature]

Conforms to Far 91.411  
Part 43 App. E (b)



"CAUTION"

SPECIAL HANDLING REQUIRED.

DO NOT

SUBJECT THIS INSTRUMENT TO SHOCK.

DATE

19 4

Annual Inspection.

May, 5, 1992 2118:0

Hobbs Time. 2825:0

Tach. Time.

Removed all controls, Checked all brackets, pulleys and cables. Replaced all controls after aircraft repainting. Lubricated all bearings and bushings. Replaced right main tire. Landing gear retraction test accomplished. Emergency gear checked good. Replaced landing gear. All wheel bearings repacked lubricated all windows in aircraft. Replaced elevator. Replaced all rudder tip. Replaced nav. light lamp rt. tip and tail. Repaired beacon. Serviced hyd. sys. wing and tail. All ads checked. Aircraft annual serviced batt. All ads checked. Aircraft annual inspection completed.

*Wayne D McQuinn*  
FA 1506332

SIGNATURE OF  
PILOT

CARRY FOR

# AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.23                                             |                           |           | DATE | REMARKS                                                                                        |
|---------------------------------------------------------------------------------------------------------|---------------------------|-----------|------|------------------------------------------------------------------------------------------------|
| Date                                                                                                    | Bearing error VOR 1 VOR 2 | Signature |      |                                                                                                |
| Transponder BT-359A S/N 10090 has been tested per FAR 43 Appendix F and found to comply with FAR 91.413 |                           |           | 19   | I certify that this Airplane has been inspected in accordance with a                           |
| Date 7/21/92                                                                                            |                           |           |      | Approved inspection and has been found to be in an Airworthy condition on this date May 5 1992 |
| Miami Avionics Corp. FAA C.R.S. No. KC4R305M                                                            |                           |           |      | AC June 2825.0                                                                                 |
| Static System Test per FAR 23.1325 (21/11) and FAR 43 Appendix E and found to comply with FAR 91.411    |                           |           |      | Gregory D. McEntee                                                                             |
| Altitude S/N 837                                                                                        |                           |           |      | Whaley R. McCutcheon                                                                           |
| Alt. checked 6/11/92                                                                                    |                           |           |      | 9 A 1506332                                                                                    |
| Date 7/21/92                                                                                            |                           |           |      |                                                                                                |
| Miami Avionics Corp. FAA C.R.S. No. KC4R305M                                                            |                           |           |      |                                                                                                |

19757 010

MFG. NAME

## COMPONENT

MODEL C 68002-0101

SERIAL 96

The aircraft component identified

above was repaired and inspected

...ions of the Federal Aviation Admini-

stration and is approved for return

...to ship... details of the

station under

WORK Order No. 518

Overhauled Tested Repaired

55-81-3

..... рубли

for

## Instrument Rebuild

1800 E. 9th Avenue  
Edwards Washington 98005

206-711-2795

FMA STATION / IP6R62IN

\_\_\_\_\_

*(The following text is extremely faint and largely illegible due to low contrast and blurring. It appears to be a continuation of a document or report.)*

## AIRCRAFT LOG

| DATE                                                                                    |                       | FLIGHT FROM             | TO          | NATURE OF FLIGHT             | DURATION OF FLIGHT     | ACCUMULATED TOTAL FLYING TIME |       | SIGNATURE OF PILOT |
|-----------------------------------------------------------------------------------------|-----------------------|-------------------------|-------------|------------------------------|------------------------|-------------------------------|-------|--------------------|
|                                                                                         |                       |                         |             |                              |                        | HOURS                         | IOths |                    |
| 19                                                                                      |                       |                         |             |                              |                        |                               |       |                    |
| 5-21-93;                                                                                | Performed a           | 100hr Annual inspection | VAFW CP     | SNIA checked                 | Lt. Found AD Note      |                               |       |                    |
| 83-25-07                                                                                | R1 N/A by SH Range.   | C/W AD Note             | 84-26-02    | by replacing induction A/V   | 93-06-06 by installing |                               |       |                    |
| Filter,                                                                                 | C/W AD Note, 87-20-03 | R2 by inspection.       | C/W AD Note | -5. Upon inspection found AD | is altered to be       |                               |       |                    |
| diode and new ignition switch parts VAW SIB SEB 97                                      |                       |                         |             |                              |                        |                               |       |                    |
| Note 80-17-14 To be in compliance with Table 1 and section 2 and                        |                       |                         |             |                              |                        |                               |       |                    |
| Found AD Note 92-12-05 N/A - No Record of Recent cyl Replacement recorded               |                       |                         |             |                              |                        |                               |       |                    |
| Except on 12-18-92 - son Formed The Ton That occurs in pins were not replaced           |                       |                         |             |                              |                        |                               |       |                    |
| via FAX From J+M Inc. Found AD Note 72-15-02. P/CWS by inspection. Found AD             |                       |                         |             |                              |                        |                               |       |                    |
| Note 93-05-21 N/A - No Recent Replacement Recalled and s/w Listed in AD Note Not        |                       |                         |             |                              |                        |                               |       |                    |
| Applicable To unit installed. Replaced left Fuel Quantity Transmitter - Then calibrated |                       |                         |             |                              |                        |                               |       |                    |
| Fuel Quantity system. Replaced seals in Nose gear actuator requested More               |                       |                         |             |                              |                        |                               |       |                    |
| gear up lock hook linkage adjusted Nose gear down lock microswitch                      |                       |                         |             |                              |                        |                               |       |                    |
| Replaced seals in Main gear actuator. Replaced seals in Left Brake                      |                       |                         |             |                              |                        |                               |       |                    |
| caliper Replaced Both Nose wheel bearings & Races. Replaced Both Right                  |                       |                         |             |                              |                        |                               |       |                    |
| wheel bearings and races. Replaced old Left wheel bearing. Replaced right               |                       |                         |             |                              |                        |                               |       |                    |
| gear brake hose. serviced Nose Shimmy Damper with 5300 hrs Third Serviced               |                       |                         |             |                              |                        |                               |       |                    |
| CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE                 |                       |                         |             |                              |                        |                               |       |                    |
| CONT. Next Page                                                                         |                       |                         |             |                              |                        |                               |       |                    |

# AIRCRAFT LOG

| VOR Receiver operation checked<br>in accordance with FAR 91.25 |               |       |                                                                                                                                                                                                                                                                          | DATE<br>19__ | REMARKS                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------------------------------------------|---------------|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Date                                                           | Bearing error | Place | Signature                                                                                                                                                                                                                                                                |              |                                                                                                                                                                                                                                                                                                                                                                |
|                                                                | VOR 1         | VOR 2 |                                                                                                                                                                                                                                                                          |              |                                                                                                                                                                                                                                                                                                                                                                |
| 5-21-43                                                        |               |       | (cont) Nose gear<br>cowling and replaced hinge pins. Rigged Nose Oppr. Replaced Engine Cowl<br>Fasteners. Receptacles and shock mounts as required. Adjusted suction To<br>5.0 Replaced Right Engine cowl flap control cable. Replaced Left Door<br>hinges + shock Assy. |              | Date 5-21-43 I, J. J. 2978, certify that<br>this Aircraft/Engine has been inspected in<br>accordance with an <u>Annual</u> inspection<br>and was determined to be in airworthy<br>condition at this time. Ground run-up<br>performed and pertinent details are on file<br>under WFO 19757 at Miami Aviation Corp.<br>FAA Approved Repair Station No. DN 4R134M |
|                                                                |               |       |                                                                                                                                                                                                                                                                          |              |                                                                                                                                                                                                                                                                             |

# AIRCRAFT LOG

| DATE     | FLIGHT FROM                                 | TO                                    | NATURE OF FLIGHT                  | DURATION OF FLIGHT      | ACCUMULATED TOTAL FLYING TIME<br>HOURS IOTHs | SIGNATURE OF PILOT                                                                                                                                                                                                                                                                                                               |
|----------|---------------------------------------------|---------------------------------------|-----------------------------------|-------------------------|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6-17-94; | Performed a 100 hr / annual inspection      | 84-26-02                              | in inspecting filter. C/W AD Note | check List. C/W AD Note | CSN/A                                        |                                                                                                                                                                                                                                                                                                                                  |
|          | Replaced brake linings                      | For Left + Right Brakes               | Replaced seals in Right           | seals in Right          | 87-20-0                                      |                                                                                                                                                                                                                                                                                                                                  |
|          | brake cyl. Then bleed brakes.               | Replaced both nose wheel bearings and | Repaired Left                     | Repaired Left           |                                              |                                                                                                                                                                                                                                                                                                                                  |
|          | races Replaced missing nose gear            | Turn in unit marks                    | baton. Replaced                   | baton. Replaced         |                                              |                                                                                                                                                                                                                                                                                                                                  |
|          | cabin door handle mechanism. Changed        | in craft                              | FT with ACF-SD                    | FT with ACF-SD          |                                              |                                                                                                                                                                                                                                                                                                                                  |
|          | seals in Left + Right Fuel Filler Caps. The | Told aircraft                         |                                   |                         |                                              |                                                                                                                                                                                                                                                                                                                                  |
|          | corrosion block Aircraft Tack 3108.         | Aircraft Nodds 21189                  |                                   |                         |                                              |                                                                                                                                                                                                                                                                                                                                  |
|          |                                             |                                       |                                   |                         |                                              | Date 6-17-94 T.T. 3108.61 certify that this aircraft has been inspected in accordance with an <u>AD/NAC</u> inspection and was determined to be in airworthy condition at this time. Ground run-up performed and pertinent details are on file under W/O 21189 at Miami Aviation Corp. FAA Approval Repair Station No. DN 4RT3AM |
|          |                                             |                                       |                                   |                         |                                              | <i>[Signature]</i>                                                                                                                                                                                                                                                                                                               |
|          |                                             |                                       |                                   |                         |                                              | <i>[Signature]</i>                                                                                                                                                                                                                                                                                                               |

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

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

SCALE CORRECTIONS

ALTINETER

| Altimeter Reads | ADD |
|-----------------|-----|
| -1000           | +5  |
| 0               | -   |
| 500             | -   |
| 1000            | +5  |
| 1500            | +10 |
| 2000            | +15 |
| 3000            | -   |
| 4000            | -   |
| 6000            | -10 |
| 8000            | +10 |
| 10000           | +10 |

Date: 2 FEB 95 CRS WR3R955L

Tested by: [Signature]

SCALE CORRECTIONS

PORT ALTINETER

#837

N45193

| Altimeter Reads | ADD |
|-----------------|-----|
| -1000           | -   |
| 0               | +5  |
| 500             | +5  |
| 1000            | +10 |
| 1500            | +5  |
| 2000            | +10 |
| 3000            | -   |
| 4000            | -10 |
| 5000            | +5  |
| 6000            | -   |
| 7000            | -   |
| 8000            | -   |
| 9000            | -   |
| 10000           | -   |

# AIRCRAFT LOG

REMARKS

Enter here general data with reference to "Time" 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        | REMARKS                             |
|-------------|-------------------------------------|
| Nov 23 1994 | 0.317Lg 7444                        |
|             | 1. Inspected New Prop for #2. Found |
|             | 2. Repaired Prop for #2. Found      |
|             | 3. Inspected Prop for #2. Found     |
|             | 4. Inspected Prop for #2. Found     |
|             | 5. Inspected Prop for #2. Found     |
|             | 6. Inspected Prop for #2. Found     |
|             | 7. Inspected Prop for #2. Found     |
|             | 8. Inspected Prop for #2. Found     |
|             | 9. Inspected Prop for #2. Found     |
|             | 10. Inspected Prop for #2. Found    |
|             | 11. Inspected Prop for #2. Found    |
|             | 12. Inspected Prop for #2. Found    |
|             | 13. Inspected Prop for #2. Found    |
|             | 14. Inspected Prop for #2. Found    |
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|             | 19. Inspected Prop for #2. Found    |
|             | 20. Inspected Prop for #2. Found    |
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|             | 27. Inspected Prop for #2. Found    |
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|             | 85. Inspected Prop for #2. Found    |
|             | 86. Inspected Prop for #2. Found    |
|             | 87. Inspected Prop for #2. Found    |
|             | 88. Inspected Prop for #2. Found    |
|             | 89. Inspected Prop for #2. Found    |
|             | 90. Inspected Prop for #2. Found    |
|             | 91. Inspected Prop for #2. Found    |
|             | 92. Inspected Prop for #2. Found    |
|             | 93. Inspected Prop for #2. Found    |
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|             | 95. Inspected Prop for #2. Found    |
|             | 96. Inspected Prop for #2. Found    |
|             | 97. Inspected Prop for #2. Found    |
|             | 98. Inspected Prop for #2. Found    |
|             | 99. Inspected Prop for #2. Found    |
|             | 100. Inspected Prop for #2. Found   |

1. CERTIFY THAT THE ALTITUDE STATIC SYSTEM & ALTITUDE REPORTING TESTS FOR BY FAR 91.411 & THE TRANSDUCER TESTS FOR BY FAR 91.413 HAVE BEEN PERFORMED. ALTITUDE TESTED TO 2000 FT. IN FAR 91.413 CONFORMS TO FAR 91.413. SIGNATURE: [Signature] DATE: 2 FEB 95

## MANUFACTURER RELEASE CERTIFICATE

**Insight**

D.O.T. Approval  
No. 42 - 90

FORT ERIE, ONTARIO L2A 5M1

Product Name: GEM Manufacturer: INSIGHT  
Part No.: 1241 Serial No.: 007976  
Software Level: 602D Mod.: N/A

FOR D.O.T. USE

THE AERONAUTICAL PRODUCT DESCRIBED HEREON CONFORMS TO APPROVED TYPE DESIGN DATA AND IS IN A CONDITION FOR SAFE OPERATION.

AUTHORIZED INSPECTOR



DATE

Sept 13/94

DSS MICROVIB BALANCE HISTORY

DATE: 4/12/95 A/C MODEL: 177RG- TAIL #: 45193 360-A136D

| RUN | TYPE | RPM    | VIB LEVEL  | PHASE | WT1  | LOC1 |
|-----|------|--------|------------|-------|------|------|
| 1   | L    | 1980.1 | 0.027 IN/S | 182.4 | 2.40 | 268  |
| 2   | L R  | 1990.2 | 0.031 IN/S | 219.8 | 2.00 | 268  |
| 3   | L    | 2000.8 | 0.019 IN/S | 254.0 | 1.52 | 196  |

| WT3  | LOC3 | WACH |
|------|------|------|
| 0.00 | 0    | 90   |
| 0.00 | 0    | 90   |
| 0.00 | 0    | 90   |

END VIBES 3309.6

MECHANIC SIGNATURE: *[Signature]*

MEMORANDA

|      |                                 |                        |
|------|---------------------------------|------------------------|
| Date | 4-12-95                         | 3-8-95                 |
|      | VOR CK @ SIC E2° to 2°          | VOR CK @ SIC E2° to 2° |
|      | balance prop using DSS MICROVIB |                        |
|      | ADVANCED AVIATION SERVICES INC  |                        |
|      | 1144 Columbia Ave               |                        |
|      | San Jose, Calif 95110           |                        |
|      | F.A.A. Repair Shop # AX3R387L   |                        |

*[Handwritten notes and signatures follow]*



5500 N.W. 21 Terrace  
Fort Lauderdale, FL 33309  
Fort Lauderdale  
Executive Airport

F.A.A. Cert.  
#705 - 178

DATE 5-11-94

PART NO. CA395 WO# 944-1  
PART NAME Computer  
MFG. ARC INSPECTOR WLM  
SERIAL NO. 2885 CUSTOMER MIAMI AV.

SERVICEABLE

SERVICEABLE

Make NARCO Model 57755  
S/N 285 Desc Power Amp.  
Customer Miami Avionics Corp.

The component identified above was repaired and/or overhauled and inspected in accordance with current Federal Aviation Agency regulations and was found Airworthy for return to service for the work performed. Pertinent details of this repair are on file at the agency under Work Order No. 92-529

Date 6-3-92 Inspector P. Corman For

WCL, Inc.  
63 Tom Harvey Road  
Westerly, RI 02891

F.A.A.  
Repair Station  
# WWZR309K

INSPECTED BY [Signature]  
DATE 5-11-94  
WIO 944-1  
The instrument and/or component identified on this card was repaired and inspected in accordance with current FAA Regulations and was found airworthy for return to Service Detail under

BARFIELD INSTRUMENT CORPORATION Repair Station No. 2745 A  
4101 N.W. 29th St., Miami, Florida 33142

S/N 41919E P/N 4000D-1  
Mfr. Edo-Aire Cust. P/N G-502A  
Unit Dir Ryno

CUSTOMER CATAWBA Valley Aviation  
CITY/STATE Hickory N.C.

OVERHAUL TSO ZERO

The appliance identified above was repaired and inspected in accordance with current Regulations of the F.A.A. and is approved for return to service. Pertinent details of the repair are on file at this repair station under

WORK ORDER No. A176 DATE 3/20/66  
SIGNED Alicia Brown

REV 1/84  
FORM W41A

SERVICEABLE



| ALTITUDE | SCALE ERROR | FRICTION ERROR | CASE LEAK <u>0</u> |            | DOWN READING |
|----------|-------------|----------------|--------------------|------------|--------------|
|          |             |                | HYSTERESIS         | UP READING |              |
| -1000    | 0           |                |                    |            |              |
| 500      | -10         |                |                    |            |              |
| 1000     | 0           | 50             |                    |            |              |
| 1500     | -15         |                |                    |            |              |
| 2000     | 0           | 50             |                    |            |              |
| 3000     | 0           | 50             |                    |            |              |
| 4000     | 0           | 50             |                    |            |              |
| 5000     | 0           | 50             |                    |            |              |
| 6000     | 0           | 50             |                    |            |              |
| 8000     | -5          | 50             |                    |            |              |
| 10000    | -20         | 50             |                    |            |              |
| 12000    | -25         | 60             |                    |            |              |
| 14000    | +35         | 60             |                    |            |              |
| 15000    | +25         | 60             |                    |            |              |
| 16000    | +40         | 60             |                    |            |              |
| 18000    | +45         | 60             |                    |            |              |
| 20000    | +45         | 60             |                    |            |              |
| 22000    |             |                |                    |            |              |
| 25000    |             |                |                    |            |              |
| 30000    |             |                |                    |            |              |
| 35000    |             |                |                    |            |              |
| 40000    |             |                |                    |            |              |
| 45000    |             |                |                    |            |              |
| 50000    |             |                |                    |            |              |

Tested in compliance with Appendix E, Part 43, F.A.A. Regulations, 29 July 1965.

ATLANTIC AERO, INC.  
P.O. Box 35408 • Greensboro, NC 27425-5408  
F.A.A. Repair Station 700-5

| ALTITUDE | SCALE ERROR | FRICTION ERROR | CASE LEAK <u>0</u> |            | DOWN READING |
|----------|-------------|----------------|--------------------|------------|--------------|
|          |             |                | HYSTERESIS         | UP READING |              |
| -1000    | 0           |                |                    |            |              |
| 500      | -10         |                |                    |            |              |
| 1000     | -10         | NA             |                    |            |              |
| 1500     | -5          |                |                    |            |              |
| 2000     | -10         |                |                    |            |              |
| 3000     | -10         |                |                    |            |              |
| 4000     | 0           |                |                    |            |              |
| 5000     | 0           |                |                    |            |              |
| 6000     | +10         |                |                    |            |              |
| 8000     | +15         |                |                    |            |              |
| 10000    | +25         |                |                    |            |              |
| 12000    | +40         |                |                    |            |              |
| 14000    | +30         |                |                    |            |              |
| 15000    | +45         |                |                    |            |              |
| 16000    | +55         |                |                    |            |              |
| 18000    | +40         |                |                    |            |              |
| 20000    |             |                |                    |            |              |
| 22000    |             |                |                    |            |              |
| 25000    |             |                |                    |            |              |
| 30000    |             |                |                    |            |              |
| 35000    |             |                |                    |            |              |
| 40000    |             |                |                    |            |              |
| 45000    |             |                |                    |            |              |
| 50000    |             |                |                    |            |              |

Tested in compliance with Appendix E, Part 43, F.A.A. Regulations, 29 July 1965.

ATLANTIC AERO, INC.  
P.O. Box 35408 • Greensboro, NC 27425-5408  
F.A.A. Repair Station 700-5

**SERVICEABLE CONDITION**

NOMENCLATURE Std ALTimeter Manufacturer Part No. 22-374-801

Model \_\_\_\_\_ Serial No. 66H3422

Aircraft CESSNA 177RG Registration No. N45193

Owner \_\_\_\_\_

Remarks: CAL. + CERT. To 20,000 FT. I/A/W FAR 43 App. E

**ATLANTIC AERO, INC.**

Regional Airport

Greensboro, N. C. 27419

Approved Repair Station No. 703-5

Date: 3-3-88

W O. No.: 42936

Inspector: Joseph D. Towler

**SERVICEABLE CONDITION**

NOMENCLATURE Serv. Eng. ALT. Manufacturer Part No. 42540-2114

Model EA-401A Serial No. 837

Aircraft CESSNA 177RG Registration No. N45193

Owner \_\_\_\_\_

Remarks: Repaired, CAL. + CERT. To 20,000 FT. I/A/W FAR 43 App E

**ATLANTIC AERO, INC.**

Regional Airport

Greensboro, N. C. 27419

- Approved Repair Station No. 703-5

Date: 3-3-88

W O. No.: 42936

Inspector: Joseph D. Towler

### MAINTENANCE RELEASE

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

Pertinent details of the repair are on file at this repair

station under Order No. 42936 Date 3-3-88

Signed Joseph D. Louch for

ATLANTIC AERO, INC.

P. O. Box 8446 -- Greensboro, N. C. 27410

APPROVED REPAIR STATION #703-5

### MAINTENANCE RELEASE

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

Pertinent details of the repair are on file at this repair station under Order No. 42936 Date 3-3-88

Signed Joseph D. Louch for

ATLANTIC AERO, INC.

P. O. Box 8446 -- Greensboro, N. C. 27410

APPROVED REPAIR STATION #703-5