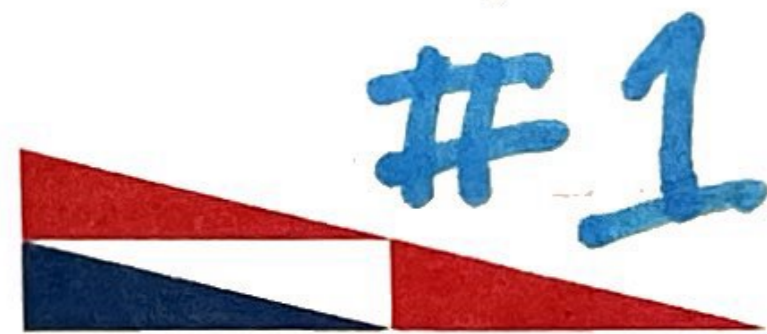




"LOOK FOR THE RED AND BLUE
CESSNA PENNANTS FOR THAT
EXTRA SERVICE WHERE IT COUNTS
WHEN YOU NEED IT."

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS

Cessna®



**AIRCRAFT LOG
AND MAINTENANCE RECORD**

N 51386 SERIAL NO. 177K1138

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
11/11/77			L/H wing fuel quantity transmitter replaced & calibrated to full & empty per S/M. New L/H fuel cap inst. Fuel vents checked. New EGT gage inst. Mod # 202A - ZAY S/N 110296				<i>J. H. [Signature]</i> AirKaman, Inc., Bradley Field Windsor Locks, Connecticut FAA Repair Station No. 1182 Rating - Airframe - Radio

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19__	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
				12/9/77	Fuel selector valve replaced, fuel added & leak checked, ground run and oper check comp. Tach 30.8 <i>J. H. [Signature]</i> AirKaman, Inc., Bradley Field Windsor Locks, Connecticut FAA Repair Station No. 1182 Rating - Airframe - Radio

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
12-4-78	C-177RG	51386	TACH	538.2	TOTAL	538.2	
<p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE W/ A 100 HR. INSPECTION & FOUND TO BE IN AIRWORTHY CONDITION</p>							
<p><i>E. J. Ginter</i> A 539-44-423</p>							
<p>I CERTIFY THAT THE ALTIMETER AND STATIC SYSTEM TESTS REQUIRED BY F. A. R. PART 91.170 HAVE BEEN PERFORMED. THE ALTIMETER WAS TESTED TO 20,000 FT. ON JAN 8 - 79E AND H AIRCRAFT CENTER ARS 415-11 8291 PERIMETER RD. - BOEING FIELD.</p>							
<p>SIGNED <i>[Signature]</i> DATE JAN 8 79 W. O. NO. 7956</p>							

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		12-9-79	<p>I CERTIFY that this AIRCRAFT has been inspected in accordance with an ANNUAL INSPECTION AND determined to be in an AIRWORTHY Condition Ray J. Kayle IA 1440707 TACH 630.9 hours TOTAL TIME 630.9</p> <p align="center">Renton Aviation, Inc. 840 W. Perimeter Rd. Renton, Washington 98055 FAA Certified Repair Station 4541</p> <p>MFG <u>ARC</u> MODEL <u>RT 359A</u> S/N <u>11759</u></p> <p>The Transponder identified above was inspected in the aircraft in accordance with FAR 43 Appendix F as required by FAR 91.177, and is approved for return to service. Pertinent Details of the test are on file at this agency under work order</p> <p>No. <u>9103</u> Date <u>2-23-79</u></p> <p>Inspector <i>Douglas [Signature]</i></p>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
19 <u>8-3-79</u>	<u>D.M. FLTG</u>		<u>MODIFIED IN ACCORDANCE W/ DORNE</u>				
	<u>MARGOLIN MOD. DM U103-4</u>		<u>INSTALLED IN AIRCRAFT,</u>				
	<u>TESTED OK. E.L. Gillenwater</u>		<u>A&P 539 44 4231</u>				
Date	A/C		Tach		Total Time		
I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.							
Signed <u>E.L. Gillenwater</u> A&P # <u>539 44 4231</u>							
Date <u>4/13/79</u>	<u>A/C 177 RG</u>		<u>N-51386</u>	<u>Tach 727.5</u>	<u>Total Time 727.5</u>		
I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.							
Signed <u>Monte Lund</u> A&P # <u>505 66 4821</u>							

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
				<u>6-4-79</u>	<u>A/C 177 RG N-51386 Tach 814.1 Total Time 814.1</u>
I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.					
Signed <u>E.L. Gillenwater</u> A&P # <u>539 44 4231</u>					
				<u>8/1/79</u>	<u>A/C 177 RG N-51386 Tach 910.1 Total Time 910.1</u>
I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.					
Signed <u>E.L. Gillenwater</u> A&P # <u>539-44-4231</u>					
				<u>9/10/79</u>	<u>A/C 177 RG N-51386 Tach 1007.2 Total Time 1007.2</u>
I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.					
Signed <u>E.L. Gillenwater</u> A&P # <u>539 44 4231</u>					

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.

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
	Date 10-29-79	A/C 177RG	N-51386	Tach 1107.7	Total Time 1107.7		
	I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.						
	Signed E.L. Gillemaster		A&P # 539 94 4231				
1-17-80	SET ALTIMETER SETTING TO CORRESPOND WITH FIELD ELEVATION						
	Crag Shumard A&P 537642434						
FEB 10-80	TACH 1197.7 total time 1197.7 hours SWING GEAR. Clean AND REPACKED MAIN WHEEL BEARINGS. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. Roy A. Koyl, IA 1440707						
	INSTALLED NEW BRAKE LINING Roy A. Koyl IA 1440707						

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
				Date 5/8/80	A/C 177RG N-51386 Tach 1300.3 Total Time 1300.3
				I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.	
				Signed Arvel L. Deuff A&P # 452362777	
				6/10/80	REPLACED ELT BATTERY - GOOD UNTIL NOV. 81 Crag Shumard A&P 537642434
				Date 7/24/80	A/C 177RG N-51386 Tach 1394.5 Total Time 1394.5
				I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.	
				Signed Arvel L. Deuff A&P # 452362777	
	1-18-81	tach-	1596.6	annual inspection in accordance to an annual procedure and I certify this aircraft to be airworthy this date - Cecil D. Shyer IA 3355	
				A.D.S-81-1- and - alerts thru 80-26-ok.	

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19	Date 9.18.80	A/C 177RG	N-51386	Tach 1497	3	Total Time 1497.3	
I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.							
Signed <u>Henry Janger</u> A&P # <u>445130552</u>							
Remarks: Left tire replaced bearing packed. VACUUM FILTER REPLACED Oil pressure gauge shows a small leak.							
	Date 1.17.81	A/C 177RG	N-51386	Tach 1497 1596	6	Total Time 1596.6	
I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.							
Signed <u>Henry Janger</u> A&P # <u>445130552</u>							

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
					I CERTIFY THAT THE ALTIMETER AND STATIC SYSTEM TESTS REQUIRED BY F. A. R. PART 91.170 HAVE BEEN PERFORMED. THE ALTIMETER WAS TESTED TO 20,000 FT ON 1-28-81 E AND H AIRCRAFT CENTER ARS 415-1-8535 PERIMETER RD. - BOEING FIELD. SIGNED <u>Walter Co...</u> DATE <u>1-28-81</u> W. O. NO. <u>0561</u>
2/4/81					Replaced stabilator ^{bushings} bushings , front nose gear door bushings, 1 brake push on left and right brake TESTED OK. Jim Broesma # Pending
2/18/81					Replaced stabilator bushings and new bolts with new essential parts. Replaced left and right brake discs and pushes - safetied - all check OK TACH 1620 hrs. Jim Broesma 531549652 A

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19	THE TRANSPONDER WAS RAMP TESTED F.A.R. 91.177 PART 43 APPENDIX F				GOOD	PER	
<p>AMERICAN AVIONICS AND INSTRUMENTS, INC.</p> <p>The Aircraft and/or component identified above was repaired and inspected in accordance with Federal Aviation Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under above Work Order No.</p> <p>No. <u>38262</u> DATE <u>2-20-81</u></p> <p><i>Tom Miller</i></p> <p>FAA CERTIFIED REPAIR STATIONS 804-2-861-15</p>							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
Date	<u>4-6-81</u>	<u>A/C 177R6</u>	<u>N-51386</u>	<u>Tach 1692.9</u>	<u>Total Time 1692.9</u>
I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.					
Signed <u>Robert F. Lee</u> A&P # <u>536506039</u>					
Date	<u>7/15/81</u>	<u>A/C 177R6</u>	<u>N-51386</u>	<u>Tach 1802</u>	<u>Total Time</u>
I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.					
Signed <u>Douglas A. Patel</u> A&P # <u>535-87-0646</u>					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	MINUTES	
19	Date 10/8/81	A/C 177RG	N. 51386	Tach 1892.3	Total Time 1892.3		
I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.							
Signed <u>[Signature]</u> A&P # <u>266943072</u>							
12/20/81 ELT BATTERY REPLACED - GOOD UNTIL 10/83							

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

AIRCRAFT LOG


VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
1-30-82				19	tach 1964.9 - Habs - 1189.6 - annual inspection in accordance to annual Renewal and I certify this inspection finds this aircraft to be Airworthy this date - Cecil Q. Shupe I.A. 3355 -
Date 4/20/82 A/C 177RG N. 51386 Tach 2065.0 Total Time 2065.0					
I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.					
Signed <u>[Signature]</u> A&P # <u>533 58 7075</u>					
Date 6-22-82 A/C 177RG N. 51386 Tach 2165 Total Time 2165					
I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.					
Signed <u>[Signature]</u> A&P # <u>533 58 7075</u>					

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.

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 Date 8-24-82	A/C C-177R6	N-51386	Tach 2265	Total Time 2265			
I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.							
Signed <u>Thomas O'By</u> A&P # <u>569687606</u>							
Date 8-26-82	A/C C-177R6	N-51386	Tach 2368	Total Time 2368			
I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.							
Signed <u>David White</u> A&P # <u>5368269858</u>							
Near Restoration Installed RH Quarter Passenger Window Installed Directional Giro SN-55059F							
Date 11-24-82	A/C C-177R6	N-51386	Tach 2368	Total Time 2368			
I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							
Signed <u>Stephen O'Neil</u> A&P # <u>03</u>							

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
2-2-83	tach 240221	Koba	1743:9	annual inspection for renewal and I certify this aircraft to be airworthy this date at Crest Airport - signed Cecil O. Shupe T.A-3355	
<p>CECIL O. SHUPE 23215 110TH PL. SE KENT, WASH. 98031</p> 					
<p>I CERTIFY THAT THE ALTIMETER AND STATIC SYSTEM TESTS REQUIRED BY F. A. R. PART 91.170 HAVE BEEN PERFORMED. THE ALTIMETER WAS TESTED TO 20000 FT ON 4-13-83 SEATTLE AIR CHARTER ARS S61-63 8535 PERIMETER RD. - BOEING FIELD.</p>					
SIGNED <u>[Signature]</u>					
DATE <u>4-13-83</u> W. O. NO. <u>20371</u>					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	MIN	
11-15-83	C177RG	N51386	Tech time	2:69			
	Replaced EIT Battery - Good till Nov. 86						
	Replaced Beacon Flasher						
	I Certify That this Airframe has been inspected in accordance with a 100 hr inspection and determined to be in an airworthy condition						
	David G. Green A&P 53672 6958						
	TACH READING 2752.9 TOTAL ACT TIME 2157.05						
6 MAR 84	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. Roy & Kaye IA 1440707						

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
				Date 7-10-84	A/C C177RG N-51386 Tach 2851.3 Total Time 2851.3
					I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.
				Signed	<i>Stephen Hill</i> A&P # 523820348
				Date 10/31/84	A/C C177RG N-51386 Tach 2953.9 Total Time 2953.9
					I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.
				Signed	<i>Bob Perkins</i> A&P # 533-58 7075
					Replaced MAIN Gear Actuator Bracket, Replaced HYDRAULIC POWERPACK, Purged system of air AND put new Fluid (566) into HYDRAULIC System, Cycled gear AND determined ALL procedures FUNCTIONED properly per Aircraft manufacturer's Recommendations
					All AD's updated - END -

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.

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
4 APR 85	TACH READING 3030.8 TOTAL A/C TIME 3030.8 HOBBS 2480.5		SWING GEAR CHECK EMERGENCY OPERATION SERVICE LANDING. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. Roy Kogler IA 1440707				
6-27-85							
Accomplished FAR 91.178 Transponder Check Per FAR 43-F		Work Order # 111220 Date 6-27-85		Signed <i>Michael Simon</i>		Washington Avionics Inc. #S04-4 8535 Perimeter Rd. S. Boeing Field Seattle, WA 98108	
Accomplished FAR 91.177 Altimeter, Static System Test Per FAR 91.171 to 20000 ft		Work Order # 111220 Date 6-27-85		Signed <i>Michael Simon</i>		Washington Avionics Inc. #S04-4 8535 Perimeter Rd. S. Boeing Field Seattle, WA 98108	

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

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
					Date 2/22/86 I certify that this aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in airworthy condition. Total Time Aircraft/Power Plant 3223.3 hrs. Replaced nose gear switch PN 2070029-1 <i>J.M. Baird IA 1568113</i>
					2-22-86 TACH 3223.3 Serviced Brake master cyl. and hydraulic reservoirs. serviced battery. 100 hr inspection performed this date, aircraft is in airworthy condition. <i>Stephen Hill 523820348 AIP</i>

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.

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT	
					HOURS	10THS		
19 2/3/85	TACH 3123.4		Total A/C Time 3123.4	Hobbs 25	89.8			
I certify that this aircraft has been inspected in accordance with a 100 hr inspection and is determined to be in airworthy condition Bryan Millinger A&P 2346935								
8-5-85	Removed & replaced stall warning switch Test flight proved okay. Returned to service Lennie Gatz A&P 533587203							
2-22-86	ANNUAL INSPECTION: SEE PREVIOUS PAGE							
Date 7/8/86	A/C 177 RGN-513P6	Tach 332201	Total Time 332201					
I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in airworthy condition.								
Signed: A. H. Ruff A&P # 452 362777								
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE								

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
11/7/86			TACH	3425.2	TOTAL TIME 3425.2. N 51386 I certify that this A/C has been inspected IAW a 100 HR inspection and determined to be in an airworthy condition. James R. Stan A&P 533808852
					Date 3-3-87 I certify that this aircraft has been inspected in accordance with a ANNUAL inspection and was determined to be in airworthy condition. Total Time Aircraft/Power Plant 3480.2 1. Inspected All cables, pulleys & hinge points 2. EMT - OK - Sept. 88. 3. Filled Brake Master Cylinders 4. Greased and inspected landing gear. 5. Installed repair on prop spinner backing plate 6. Checked AD Notes Donald J. Dolton A1-1450784
2-13-87				3485.0	REPLACED BURNED OUT TAXI LIGHT. Paul Holt A&P 519-544221

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 87							
5-8-87	DISCREPANCIES CORRECTED FROM FAA INSPECTION CONDUCTED ON 5-7-87						
	for C. Standley A&P # 531404865						
	Date 5-21-87 (AIG 177) N-51386 Tach 3524.4 Total Time 3524.4						
I certify that this aircraft has been inspected in accordance with a 100 hour inspection and determined to be in an Airworthy Condition.							
Signed <i>[Signature]</i>			A&P # 4662897				
5-24-87	ADDED FLUID TO BOTH BRAKE MASTER CYLINDERS						
	REPLACED MISSING NUT PLATE ON TAIL CONE JOHN P. STANDLEY A&P 531404865						
8-31-87	Accomplished Altimeter-Static System Test per FAR 91.170 to 20000 FT and FAR 91.172 Transponder check per FAR 43-F						
	Michael Simon for Washington Avionics 504-4 w/o B1105 8535 PERIMETER Rd S. SEATTLE WA 98108						

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

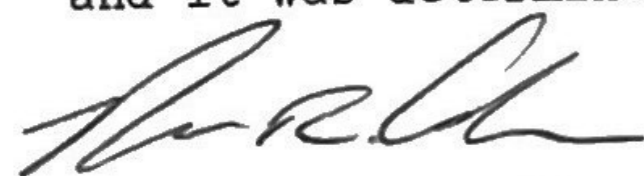
AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
					Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
					Date 7-20-88
					I certify that this aircraft has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition. Total Time Aircraft/Power Plant <u>3623.4</u> hours
					1. Inspected all cables, pulleys + hinge points
					2. AD 87-20-03 Clw seat tracks, AD 88-17-12 Clw Fuel strainer
					3. ELT - Sep 88
					J.M. Baily IA 1568113
					7/24/88 Both main tires replaced, balanced, bearings replaced. Wheel brake cylinders overhauled
					10/5/88 Replaced ECT BATTERY OK TO AUGUST 1990 RWS OWNER
					DECEMBER 7, 1988 REMOVED TACHOMETER READING <u>3697.2 HRS</u> INSTALLED NEW TACH READING 02 HOURS <i>[Signature]</i> IA1274385 MARKED PROPER RANGES.

Date: March 29, 1989, tach reads 9,80
 Repair to airframe from belly landing as follows: Replaced fuselage section from fire wall to sta 188.50, see 337. Landing gear mechanism reinstalled using all serviceable parts including new hardware when necessary. Replaced nose gear doors. Windscreen, glued doubler where coming loose at end, resealed using plyable bonding agent. Repaired small rock dents in cowl, changed cowl flaps and right cable with serviceable unit. DME, xponder antennas replaced with serviceable units. Top skin in fwd fuselage replaced with serviceable part. Wings changed over to replacement fuse assy. Rerigged flaps ailerons and ckd wires and ties. All cables, wires and

tubes ckd for security and clearance when reinstalled. Motor mount changed with good serviceable part. Radios and all panel instruments reinstalled in new fuselage. Circuit breakers and wire also reinstalled. Hyd system flushed and reinstalled. Brake line at R gear spliced, ck-ok. Ckd retract sys and adjusted per service manual. Batt box repaired. Reinstalled interior seat belts and rugs. Rudder and stabalator rerigged per service manual. Bolts ckd or replaced throughout. Trim rerigged and ckd. Aircraft data tags and paint code reinstalled on airframe in same place as original. All applicable AD notes complied with.

I certify that this airframe has been inspected in accordance with an annual and it was determined airworthy this date.



Thomas R. Anderson IA538561601

addendum: INSTALLED
 Cowl CAPS IAW Service
 KIT (CESSNA SK177 39A)
 Reduced DIAMETER,
 Tach AP538561601
 Mar 29 1989

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place Signature		
		3814 HRSTT		
AUGUST 20 1989		117 hrs	TAC.	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100-HR INSPECTION & WAS DETERMINED TO BE IN AIRWORTHY CONDITION. Thomas L. Crandall AP1274385
NOV 1 89		160.5 hrs	TAC	INSTALLED NEW #2070029-1/1 GEAR DOWN LOCK INDICATOR SWITCH, RESET TENSIONS, V.I SECURITY & FOR OPERATION. Eric R. Stone APS34-52-3692
NOVEMBER 16, 1989		TAC	164 hrs	Replaced right fuel tank quick-DRAW Thomas L. Crandall AP1274385
JANUARY 9, 1990		175 hrs	TAC	Removed gear downlock indicator switch P/N 2070029-1 because of intermittent operation. Replaced with new unit same P/N. Thomas L. Crandall AP1274385
2-27-90		TACH 0220.3	GEAR RETRACTION TEST COMPLETED. CHECKED MICROSWITCH RIGGING PER CESSNA 177 RG SERVICE MANUAL. APPROVED FOR SERVICE RGM Lennan IA1417245 CROWN AVIATION AVIONICS	

CARRY FORWARD THE TOTAL AC

