

REPLACE ELT BATTERY BY:

Feb 86
~~OCT 28 1985~~

Cessna[®]



**AIRCRAFT LOG
AND MAINTENANCE RECORD**

N 52046 SERIAL NO. 177RA1152

ALTITUDE	NOMINAL TRANSITION POINT	ACTUAL TRANSITION POINT	ALTITUDE	NOMINAL TRANSITION POINT	ACTUAL TRANSITION POINT
-1000	-950	-15	+14,000	+13,950	+20
+0	-050	-10	16,000	15,950	+15
1000	+950	0	18,000	17,950	+5
2000	1950	0	20,000	19,950	-15
4000	3950	+15	22,000	21,950	
6000	5950	0	25,000	24,950	
8000	7950	+20	30,000	29,950	
10,000	9950	+20	35,000	34,950	
12,000	11,950	+20			

MODEL D120-P2-T MODEL D120-P2-T MATCHED WITH U.I. 5934A ALT. S/N _____
 SERIAL NO. 309⁶⁸ INSP. BY 8 DATE 1-15-79



**AIRCRAFT LOG
AND MAINTENANCE RECORD**

Record of Cessna 177R 177R1152 N52046
Make Model Serial Certificate

With Engine Lycorning IO-360-A1B6D L-16960-51A
Make Model Serial

From _____ 19____ to _____ 19____

Detailing Time From _____ Hours To _____ Hours

Owner _____

Address _____

EXCERPT FROM THE FEDERAL AVIATION REGULATIONS

NOTE

Since the following excerpt is subject to change, a periodic check of the latest FAR, Part 91 should be made to insure that adequate maintenance records are being kept.

"FAR 91.173 Aircraft and Engine Maintenance Records. The registered owner or operator shall maintain a maintenance record in a form and manner prescribed by the administrator which shall include a current and accurate record of the total time in service on the aircraft and on each engine, a record of inspections, and a record of maintenance required by Part 18 of this sub chapter. Such records shall be:

- "(a) Presented for required entries each time inspection or maintenance is accomplished on the aircraft or engine,
- "(b) Transferred to the new registered owner or operator upon disposition of the aircraft or engine involved, and
- "(c) Make available for inspection by authorized representatives of the administrator or board."

INSTRUCTIONS FOR THE USE OF THIS LOG BOOK

All required data must be entered in the proper columns regularly. The column headed REMARKS is particularly important, for in that column must be entered the following information:

1. A record of all Line and Periodic inspections and results.
2. A record of all accidents in which the aircraft is involved, whether major or minor. All entries covering alterations or repairs to aircraft or propeller shall be endorsed by the certificated mechanic responsible for same, including his rating and certificate number.
3. A record of rigging changes; all repairs and alterations to aircraft or propeller; changes in engines or propellers; and a record of operation of both — installed, and also prior to installation.
4. When repairs or alterations to aircraft or propeller necessitate submission of FAA Form ACA 337 (Repairs and Alterations) the original of this form shall be incorporated in the back of this book, and become a part thereof; and each such incorporated form shall be noted in the REMARKS column.
5. A record of all repairs to instruments used on certificated airline aircraft.
6. Chronological listing of compliance with service bulletins, airworthiness directives, etc., including a description of the method of compliance.

MAKE ALL ENTRIES WITH PEN AND INK—MAKE NO ERASURES.

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE 19 ____	REMARKS Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
Date	Bearing error VOR 1 VOR 2	Place	Signature		
3/6/78					
					Installed King KUG1 OME AND TRANSAL D120P2-T New E.W. 1816.2 Blind Blind Encoder, All work done to MER's SPECS, AMENDED New C.G. 104.7 weight and balance, performed 737 Form New gross 190234.2 New useful load 983.8
					DIXIE AIR, INC. P. O. Box 1370 Tuscaloosa, Ala. 35401
THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION AGENCY AND IS APPROVED FOR RE- TURN TO SERVICE.					
PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER ORDER NUMBER 10682 DATE 3/6/79					
SIGNED <u>Paul W. Jones</u> FOR DIXIE AIR INC. REPAIR STATION NO. 5374 VAN DeGRAAF FIELD - TUSCALOOSA, ALABAMA.					
ALTIMETER INSTALLED. ALTIMETER WAS TESTED AND CALIBRATED IN ACCORDANCE WITH FAR 43 APPENDIX E. CHECKED STATIC SYS- TEM FOUND SATISFACTORY. I CERTIFY THAT THE ALTIMETER AND STATIC SYSTEM TESTS RE- QUIRED BY FAR PART 91.170 HAVE BEEN PERFORMED. THE ALTI- METER WAS TESTED TO 20,000 FEET OF <u>Blind Encoder</u> DATE OF ALT. TEST <u>3-7-79</u> DATE OF STATIC TEST <u>6 MAR 79</u> SIGNED <u>John M. [Signature]</u> CERT. NO. <u>A1P422707576</u> FAA REPAIR STATION 5374 DIXIE AIR, INC. TUSCALOOSA, ALABAMA REPAIR ORDER NO. <u>10682</u>					

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 3 May 79	Back	Line 312	Replaced O rings in left brake master cylinder. Replaced left fuel quantity transmitter & gauge.				
			Terry W. Morrison	ADP	418	760202	
<p>DATE 14 May 79</p> <p>I CERTIFY THIS ATC TRANSPONDER (MODEL) 21-3587 (SERIAL NUMBER) 11719 (MAKE)</p> <p>HAS BEEN TESTED AND INSPECTED IN ACCORDANCE WITH APPENDIX F OF FAR 43 TO COMPLY WITH PART 91.77</p> <p>(SIGNATURE OF AUTHORIZED PERSON) <i>[Signature]</i></p> <p>FAA REPAIR STATION 5374 DIXIE AIR, INC. TUSCALOOSA, ALABAMA</p>							
<p align="center">CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</p>							

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE 19 ____	REMARKS <small>Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</small>
Date	Bearing error VOR 1 VOR 2	Place	Signature		
5-28-79				Tach time 325.0	Reversed main tires as result of outside excessive wear. Packed wheel bearings on all three wheels. <i>Michael Weber</i>
7-10-79				Tach time 350.0	Changed left main tire & Right wing tip flash tube.
7-19-79				Tach time 372.7	Hourmeter 327.1 Polled plates, inspect cables, pulley tubes, general airframe condition Serviced Battery Replaced Voltage regulator, overvoltage sensor. Replaced Bulbs as necessary. Performed gear retraction test, greased Landing gear. Replaced chaffing strips on nose gear door. Serviced Shimmy dampers. Serviced Brakes. Replaced top Rodden V-Fanny. Serviced Landing gear Rest. Performed 100 hr insp. and found to be in compliance with condition. <i>Edwin Paul Ely</i> Log # 2256978
9-20-79				Tach time - 372.2	Removed #1 + #2 NAO/Com Sent to Monroeville Avionics + Avionics FOR REPAIRS

Cont -

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE 19__	REMARKS Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
DATE	Bearing error		Place		
	VOR 1	VOR 2			
					<p>Lean: Cleared gusculabax check C/W AD 77-12-08 APU plug - by putting power prop did not rot. C/W AD 79-08-03 Cigar lighter. by disconnecting C/W 76-07-12 Bendix Switch by operation. Inspected A-weight in accordance with an 100 hour inspection and found to be in Airworthy Condition. Edwin Paul Estes AIP 2250978</p>
June 25, 1980			Alt 558.2		Replaced ALL BRAKE PADS Edwin Paul Estes
Nov 4 1980			Alt 617.9		Replaced ALL BRAKE PADS AIP 2250978 AND INSTALLED NEW MIXTURE Control Edwin Paul Estes
Nov 21 1980			Alt 624.5		Pulled plates, Inspected cables, AIP 2250978 pulleys tubes etc. Replaced ECT Battery Due Nov. 28, 1981 checked ELECT. system. SERVICED BATTERY. Performed Gear RETRACT TEST OK. Serviced Hyd. Res. Greased gear. INSTALLED Alt. Altimeter, TAG in brake. Performed STATIC SYSTEM TEST. Required by Part 91.170 The Alt. WAS TESTED TO 20,000 FT. ON OCT. 30, 1980 DATE OF STATIC TEST

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
	Nov. 21, 1980		INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION + DETERMINED TO BE IN APPROPRATE CONDITION. Clean Fuel Ejector				JA 2250578
4-17-81	700.6		INSTALLED NEW LEFT MAIN L.D. GEAR TIRE. CLEANED BRAKE DRUMS AND INSTALLED NEW PADS. OPENED INSPECTION COVERS AND MADE 100% INSPECTION ALSO OILED UP PLANE & CYCLED L.D. GEAR 5 TIMES ALL CHECKED OUT OK				
							AWM/j AEP 280558
4-17-81			I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.				Kernitt Pearson IA 1201805

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

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 81 Sept 24	Tech 7271		Replaced battery to aircraft				
<p>THE AIRCRAFT, AIRFRAME, AIRCRAFT ENGINE, PROPELLER, OR APPLIANCE IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION AGENCY AND IS APPROVED FOR RETURN TO SERVICE.</p> <p>PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION UNDER ORDER NUMBER <u>1991</u> DATE <u>9-24-81</u></p> <p>SIGNED <u>James R. Halliday</u> FOR DIXIE AIR INC. REPAIR STATION NO. 5374 VAN D. GRAFF FIELD TUSCALOOSA, ALABAMA.</p>							
<p align="center">CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</p>							

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>82</u> 5/14/82	Tach 791.6 km.	100 km.	inspection completed this date.				
<p style="font-size: small;">Checked controls, landing gear, wheel & brake. Checked all lights. Replaced fuselage bulb & landing light unit. Replaced ECU Battery. Also again out 1983. Replaced left cowling flap hinge. Lubed gear. Checked AD master on appl. at this time & other routine maintenance.</p>							
<p style="font-size: small;">I CERTIFY THAT THIS <u>Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> INSPECTION AND IS FOUND TO BE IN <u>SAFE</u> WORTHY CONDITION.</p>							
<p style="font-size: small;">SIGNATURE <u>Jane H. Day</u></p>							
<p style="font-size: small;">REG. NO. <u>TA-1226997</u></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	19	
23	VOR 1 VOR 2			970	
6-1				7	Airframe inspected IAW 100hr inspection, compression check ①72 ②74 ③72 ④74, no oil change due at this time, installed new CHT probe, ELT check "OK" battery due 10,28,83 lubed aircraft as necessary, packed all wheel bearings, replaced alternator drive belt, serviced battery, reglued velcro at rear bulkhead, no A.D. notes due at this time, all previously complied with, see rear of log book for entry, this airframe found to be in airworthy condition for return to service. — End — For Downtown Air Motive Inc.: Theodore J Benedict ATP 369408683
I certify that this aircraft has been inspected in accordance with an ANNUAL inspection and was determined to be in airworthy condition.					
M. C. THOMPSON A&P--M10063			DATE		
IA-			DATE	6/1/83	
M. C. THOMPSON			DATE		

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 08 July 1984	TAC 1051.6						
<p>I certify that this AIRCRAFT has been inspected in accordance with an ANNUAL inspection and was determined to be in an airworthy condition.</p> <p>Signed <u>Joe Washaw</u> AP2203214 IA.</p> <p>Date <u>08 July 84</u></p> <p>TTAF <u>1051.6</u> TTE SMOH</p>							
							1. Jacked AIRCRAFT Ret. CK'd.
							2. Changed both main gear hubs.
							3. Greased all bearings.
							4. Installed BRAKE LININGS BOTH BRAKES.
							5. Changed AIR FILTER ELEMENT
							6. CW AD 81-15-03 1 YEAR
							78-09-07 500 hrs
							82-11-05 NO MORE.
							AD'S → 84-11. 76-07-12.

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 8-1-1985
					Aircraft total time 1095.8
					Engine total time S.M.O.H. _____
					I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition
					<i>Herman D. Kelley</i> Herman D. Kelley IA 164824 APP
					<i>gear retraction check</i>
					<i>AD NOTE c/w up to date</i>
					<i>EIT check OK Battery exp. 2-86</i>

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19	The following altimeter system and altitude reporting equipment tests and inspections as required by FAR 91.171 law FAR 43 Appendix "E" have been performed:			ATC Transponder test and FAR 91.172 law FAR 43 Appendix "E" have been performed.		Inspections as required by FAR 43 Appendix "E"	
Para (A)	Static System	10/10/85	(date)	TRANSponder MODEL	RT-359A		
Para (B)	Altimeter			S/N	11719		
	Pilots	W. Fed		Altimeter	Signature James J. Bati 2354932		
	S/N	98154		Date	10/10/85		
	Tested to	20,000 feet	10/10/85 (date)				
Para (C)	Integrated System Test	10/10/85	(date)		ARK-LA-TEX AVIONICS Certificate 211-10 of FAA Downtown Airport Shreveport, Louisiana		
Signature	James Bati 2354932		WO # 7119				
	ARK-LA-TEX AVIONICS Certificate 211-10 of FAA Downtown Airport Shreveport, Louisiana						

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

SIGNATURE OF PILOT

VOR Receiver operation checked in accordance with FAR 91.405

DATE

AIRCRAFT LOG

REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - Repairs to propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." The name of the certificated mechanic, and his rating and certificate number must be shown.

ARK-LA-TEX AVIONICS

DATE 10/10/85 W.O. No. 749

ALTIMETER SCALE ERROR

CERT. REP. STA. NO. 211-10

NOMENCLATURE United

SERIAL NO. 98 154

ALTIMETER PRESSURE 5-9392-AS6

TEST PT (FT)	INDICATOR READINGS AT + 25 C	TEST PT (FT)	INDICATOR READINGS AT + 25 C	TEST PT (FT)	INDICATOR READINGS AT + 25 C
00	✓	6,000	+30	25,000	/
500	✓	8,000	+30	30,000	
1,000	-10	10,000	+30	35,000	
1,500	-10	12,000	+5	40,000	
2,000	✓	14,000	✓	45,000	
2,500	✓	15,000	✓	50,000	
3,000	✓	16,000	✓	55,000	
4,000	✓	18,000	+20	60,000	
5,000	+5	20,000	+20	70,000	
		22,000	✓	80,000	

AFTO FORM MAR 59 139

AF-WP-O-MAR 59 60M

Ark-La-Tex Avionics
 Certificate 211-10 of FAA
 Downtown Airport
 SHREVEPORT, LOUISIANA

James [Signature] 2354932
 Inspector 10/10/85

A & P [Signature]
 Signed [Signature]

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19		1 Oct 87					
		1 Oct 87	Total Time 1202:00				
		I certify this AIRCRAFT has been inspected					
		in accordance with a ANNUAL inspection					
		and was determined to be in an airworthy condition.					
		A & E	1626140 IA				
		Signed	Howard Pinckard				
			1 Oct 87				
9/2/88			drain control per part 3 of AD 88-12-12 - Mr. Thompson M/10589				Installed quick

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

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>11-5</u>	<u>Boutique Insp</u>	<u>Edus</u>	<u>Inspection</u>				<u>Manual C/w</u>
	<u>AP 87-70.3</u>		<u>by Inspector</u>				<u>Pauls direct</u>
			<u>Replaced both main tires with new Goodyear</u>				<u>Blime</u>
			<u>all hubs</u>				
<p>THIS IS TO CERTIFY THAT THIS AIRPLANE ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL 100 HOUR INSPECTION AND FOUND TO BE AIRWORTHY THIS DATE</p> <p>DATE <u>11-5-89</u></p> <p>TOTAL TIME <u>1398.0</u></p> <p>SIGNATURE <u>Pauls</u></p> <p>A&P 1991791 I.A</p>							

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

VOR Receiver operation checked
in accordance with FAR 91. 25

DATE

REMARKS

Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - for
and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THE
ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

Bearing error
VOR 1 VOR 2

Place

Signature

19 90

4-12-90

Time: "0"

Wind Dir: 1665

Wind Sp: 1302.5

INSPECTED AIRCRAFT FOR ELECTRICAL DAMAGE AFTER ALTERNATOR
RUNAWAY. FOUND + REPAIRED THE FOLLOWING ITEMS: REPLACED INTERIOR
LAMPS. INTERIOR LIGHTING INVERTER, TRANSISTORIZED DIMMER AND PANEL
LIGHTING REOSTAT. NAV. LITES + BEACON LAMP. LT WING STROBE LITE
POWER SUPPLY. REPLACED RIGHT AND LEFT FUEL QUANTITY INDICATORS
AND SENDING UNITS. INSTALLED CESSNA KIT SK 177-35F C.I.N.T AND
AMMETER CLUSTER UNIT. REPLACED E.G.T PROBE. REPLACED OVERVOLTAGE
SENSOR. REPLACED AIRCRAFT BATTERY. REPLACED LANDING/TAXI LITE AND
PITOT HEAT SWITCHES. INSTALLED NEW ELECTRIC CLOCK. REPLACED DUAL
WARNING UNIT FOR LANDING GEAR/STALL WARNING. INSTALLED NEW "0" TIME
HOUR METER. ORIGINAL UNIT READ 9665. INSTALLED SERVICEABLE OVERHAULED
ALTERNATOR S.N. 8110553. AND REPLACED VOLTAGE REGULATOR. PERFORMED
LANDING GEAR RETRACTION CHECK, NORMAL AND EMERGENCY AND FOUND NO
DEFECTS. AIRCRAFT GROUND + FLIGHT CHECKED + FOUND NO DEFECTS.
RETURNED TO SERVICE THIS DATE - END - Tommy A. [Signature]

ROAD RUNNER AVIATION
4891 PERIMETER RD.
SHREVEPORT, LA. 71109

JA428921834

AIRCRAFT LOG

FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
				HOURS	10THS	
I CERTIFY THAT THE ALTIMETER SYSTEM AND ALTITUDE REPORTING EQUIPMENT TESTS AND INSPECTIONS REQUIRED BY F. A. R. 91.171 HAVE BEEN PERFORMED. THE LEFT HAND ALTIMETER <u>98154</u> WAS TESTED TO <u>20K</u> FEET ON <u>5-1-90</u> THE RIGHT HAND ALTIMETER <u>N/A</u> WAS TESTED TO <u>N/A</u> FEET ON <u>N/A</u> AND FOUND TO COMPLY WITH F. A. R. 43 APPD. E (b). THE STATIC SYSTEM WAS TESTED ON <u>5-1-90</u> AND FOUND TO COMPLY WITH F. A. R. 43 APPD. E (c). THE AUTOMATIC PRESSURE REPORTING SYSTEM WAS TESTED ON <u>5-1-90</u> AND FOUND TO COMPLY WITH F. A. R. 43 APPD. E (c).						
ROAD RUNNER AVIATION - OBS. HARBOR						
AIRCRAFT TOTAL TIME <u>03:13:17</u>						
AUTH. SIGNATURE <u>[Signature]</u>						
CERT. NO. & TYPE <u>R2425/10</u>						

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

AIRCRAFT LOG

ACCUMULATED TOTAL FLYING TIME	SIGNATURE OF PILOT
HOURS	
10THS	

VOR Receiver operation checked in accordance with FAR 91.25				DATE
Date	Bearing error	Place	Signature	19 <u>90</u>
	VOR 1	VOR 2		
			Tach Time 1301.3	
			total time	

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.

Fuse Aft F/CW Cessna Manual.
 CK wheel Bearings FELT controls
 ELZ Bath all A.P.s epw. F.cathy
 this left to BE in Amalby center

I CERTIFY THAT THIS AoE HAS BEEN INSPECTED IN ACCORDANCE WITH A Annual INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION

DATE Dec 8 TOTAL TIME 1301.3
 TACH. TIME 1301.3
 EDDIE HOEK A&P 430314162 IA

Remount the propeller per emc

I CERTIFY THAT THE STATIC SYSTEM WAS TESTED ON 8-7-90 AND FOUND TO COMPLY WITH F. A. R. 43

APPD. E (a) Int 545 T-55 good

ROAD RUNNER AVIATION C.R.S. REPAIRS EPK Roadrunner PVlers
R242540 RSR08104

AIRCRAFT TOTAL TIME 1356

AUTH. SIGNATURE Dan Hus

CERT. NO. & TYPE R242540

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 92							
Jan 3	Hobbs 86.0 Tach 1381.8	Tussp Aclt	ELCH Tussp ch & approached wheel bearings. Lubec FLT Controls serviced nose & main gear Tires at Brake Pads. servial Brake res. All AD's c/w	100 Hr			
<p>I CERTIFY THAT THIS Aclt HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Hand</u> INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION <u>1/6/92</u></p> <p>DATE <u>3 Jan</u> TOTAL TIME <u>86.0</u> <u>1992</u> TACH. TIME <u>1381.8</u></p> <p>EDDIE NOFK A&P 430314182 IA <u>Eth 4th</u></p>							
<p><u>July 16, 1992</u> TACH TIME <u>1390.0</u> HOUR AIRCRAFT TEST <u>FLOWN OK. FUEL INJECTION THROTTLE BODY</u> <u>REMOVED / REPLACED. AIRCRAFT IS AIRWORTHY.</u> <u>Bill Shannon</u> <u>A&P 2910761</u></p>							
<p>CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</p>							

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE 19__	REMARKS Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
Bearing error VOR 1 VOR 2	Place	Signature			
Feb 1 1993 Tach 1411.0					<p>Inspect A/c. Repaired wheel bearings, lubed PZ controls Rpph Bank Pds, Lubed PZ controls second A/c battery</p> <p>I CERTIFY THAT THIS A/c HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>And</u> INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION</p> <p>DATE <u>Feb 1 1993</u> TOTAL TIME <u>1411.0</u> TACH. TIME <u>1411.0</u> EDDIE HOEK A&P 430314182 IA</p> <p><i>Eddie Hoek</i></p>
11/30/93 Tach Time 1429.5					<p>Manufactured New Hyd. Hoses with New Fitting And Installed on Landing Gear Actuators. Jailed Aircraft Cycled Landing Gear To Bleed System And To Check For Leaks. No Leaks Noted.</p> <p><i>Wing 10 Whilligan</i> AIP 456787476 IA</p>



"LOOK FOR THE RED AND BLUE
CESSNA PENNANTS FOR THAT
EXTRA SERVICE WHERE IT COUNTS
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