

Book #1  
Cessna®



**AIRCRAFT LOG  
AND MAINTENANCE RECORD**

N 52802 SERIAL NO. 177RG1274

LOG BOOK NUMBER 1

IMPORTANT NOTICE

Dear Owner:

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

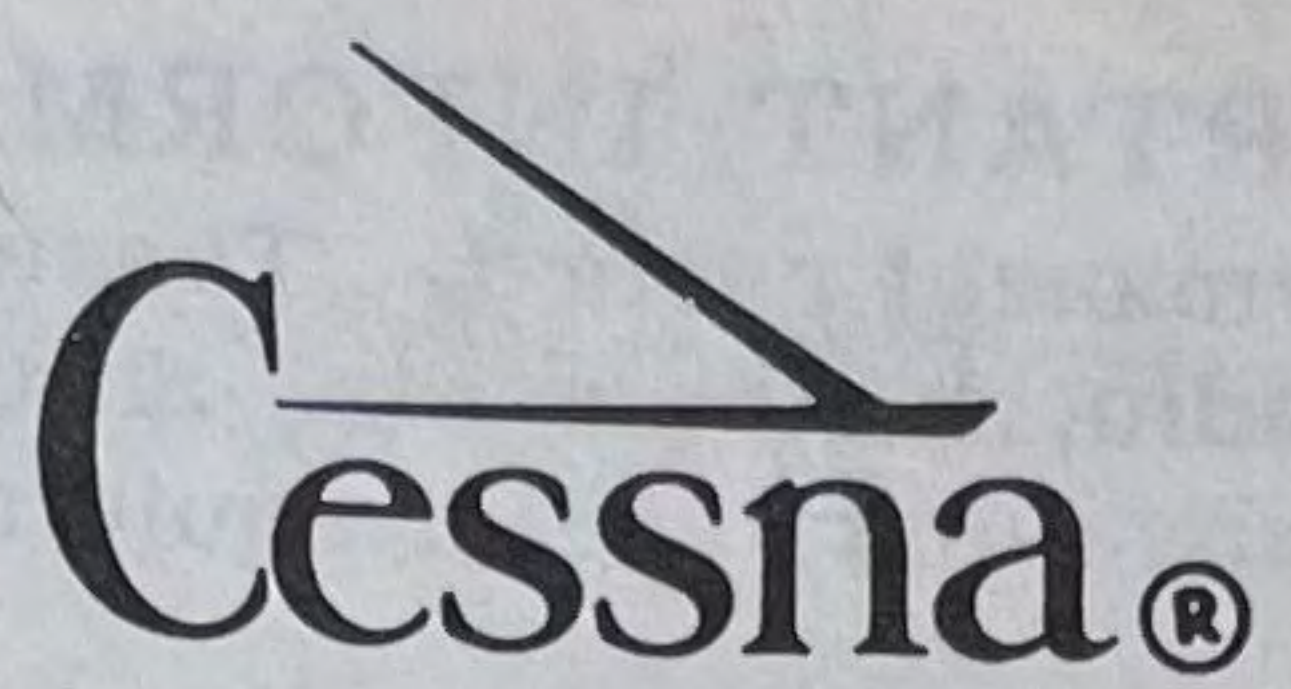
The entry in your aircraft log lists the date on which this test was performed on your static system(s) and altimeter(s). Because these tests are accomplished during instrument and aircraft assembly, this date may be a maximum of twelve (12) months prior to the date on your Airworthiness Certificate.

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

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

Customer Services Department  
Cessna Aircraft Company

LOG BOOK No. 1.



# AIRCRAFT LOG AND MAINTENANCE RECORD

Record of 1978 Cessna 177RG 177RG1274 N52802  
Make Model Serial Certificate

With Engine Lycoming IO-360-A1B6D L-17392-51A  
Make Model Serial

From \_\_\_\_\_ 19 \_\_\_\_\_ to \_\_\_\_\_ 19 \_\_\_\_\_

Detailing Time From \_\_\_\_\_ Hours To \_\_\_\_\_ Hours

Owner \_\_\_\_\_

Address \_\_\_\_\_

MEMORANDA OF IMPORTANT INFORMATION AND DETAILS

Enter of this page any important facts of which you need a permanent record. These should include Make, Design Number, and Serial Numbers of such major accessories and parts as: Propeller, Wheels, Radio, Instruments, Starter, Carburetor, Generator, and all other important equipment. Enter here also memoranda regarding the weights of any such special equipment; together with any other data which might be valuable at a later date.

PROPELLER: M<sup>c</sup>CAULEY B2D34C207/78TCA-0  
HUB SERIAL NO: 774925  
BLADE SERIAL NOS: B73581 & B73583

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.





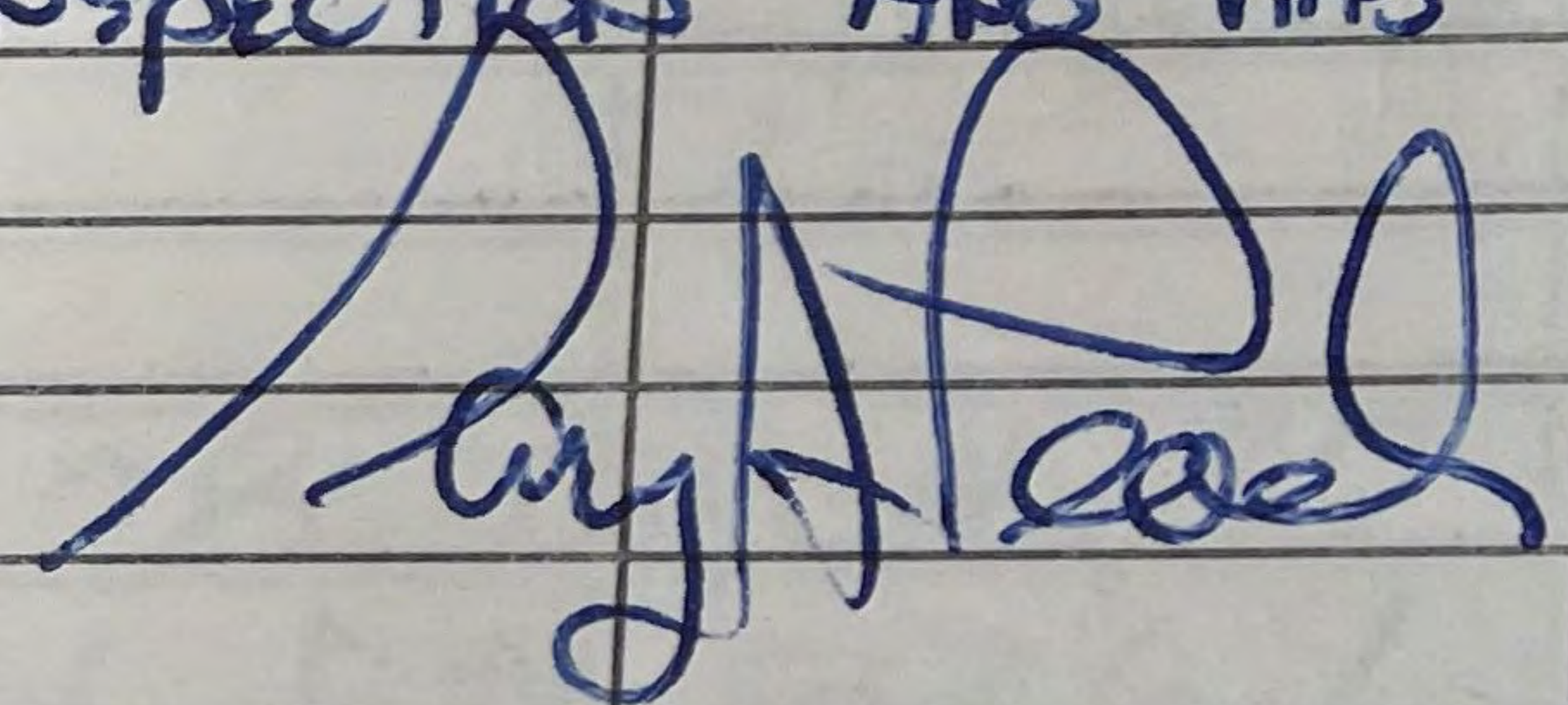
ELT Batt. good to 2/82

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19	April 20, 78	Tach 100	Checked all cables, pulleys and hinges. Checked wings, cabin fuselage and empennage groups. Checked wheels, brakes and landing gear and gear system. Retraction test was done and gear system checked OK. Checked electrical system AD checked to 78-1 NO AD's apply at this time				
			I certify that this a/c has been inspected and has been found to be in an airworthy condition				
			Ray A [Signature] 474524715 AP				
	5-8-78	TACH 137	REMOVED ELT DORNEY MARZOLIN MODEL DOR ELT 6.1 SER. 6557 FOR REPAIR.				
			[Signature] AP 479562762				



## AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19	7/19/78	Tach 200					
<p>Checked all cables, pulleys AND hinges. Checked wings, cabin fuselage AND empennage groups. Checked wheels AND brakes. All wheels were repacked. Retraction test was done, gear system checked OK. Checked electrical system AND battery. A/C was lubed AS PER MANUAL. Checked AD to 78-14. AD 78-9-7 will be DO AT 1000hr. CESSNA SB 78-44 WAS DONE this date.</p> <p>I certify that this P/C has been inspected AND has been found to be in an airworthy condition</p>							
				474524715 A ©			

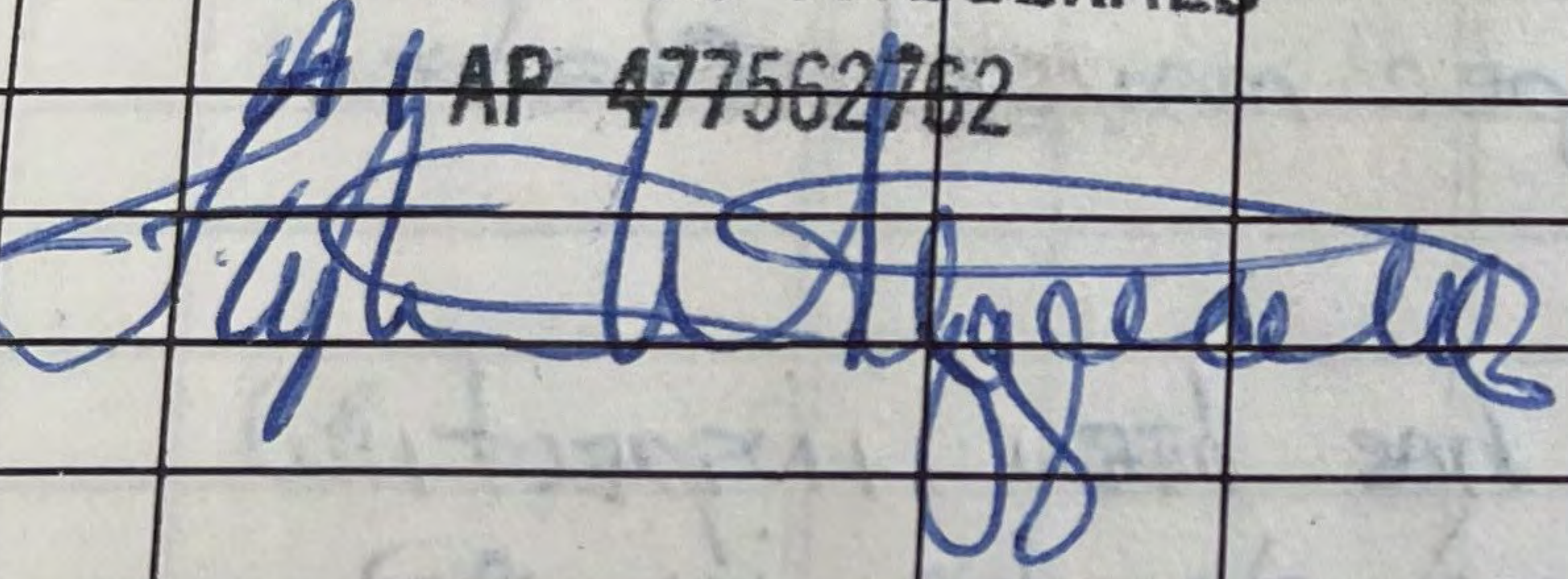
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

## AIRCRAFT LOG

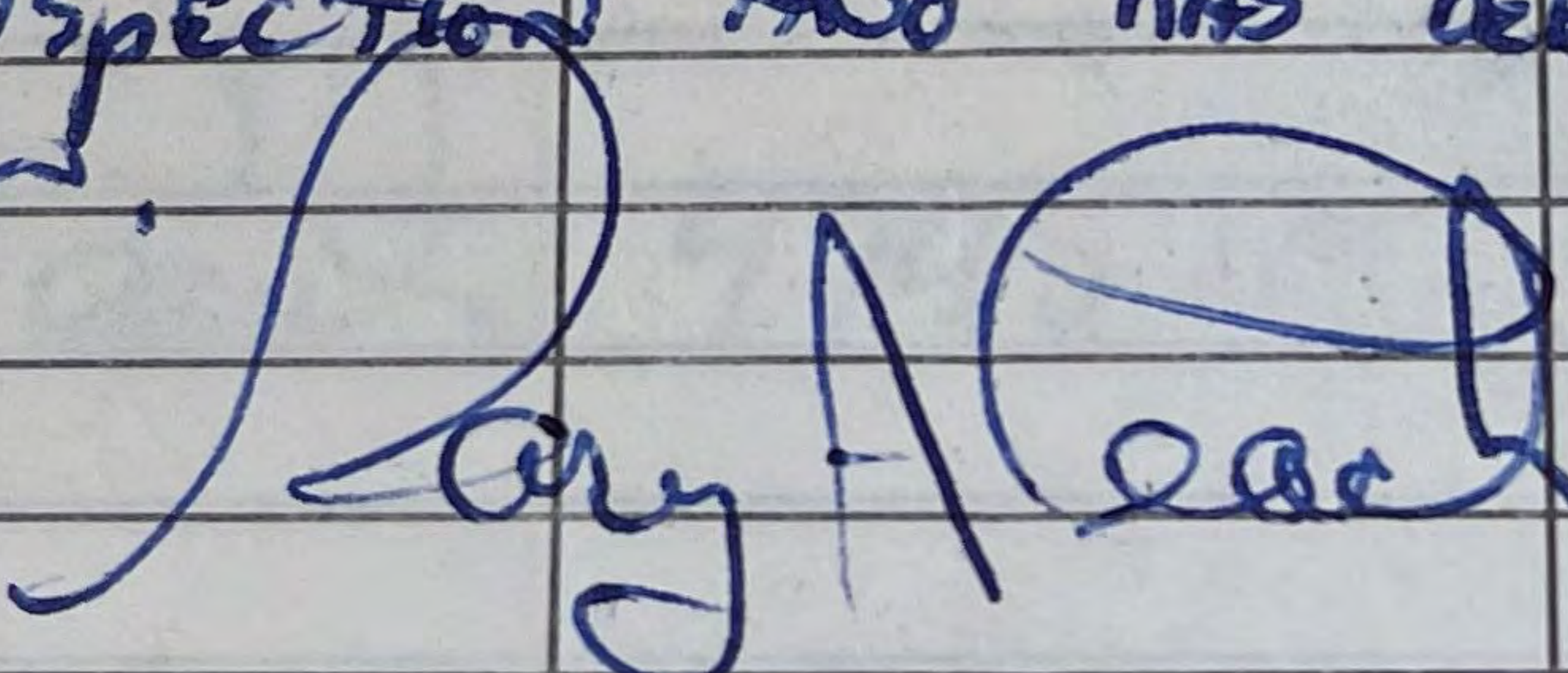
VOR Receiver operation checked in accordance with FAR 91.25			DATE 19 ____
Date	Bearing error VOR 1   VOR 2	Place	

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 7-19-78 TACH. 200  
 I CERTIFY THAT THIS A-200AF HAS BEEN  
 INSPECTED IN ACCORDANCE WITH A Annual  
 INSPECTION AND WAS FOUND TO BE IN AN  
 AIRWORTHY CONDITION.

STEPHEN M. FITZGERALD  
 LAP 477562762  


## AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
	8/28/78	Tech	300				
<p>Checked all cables, pulleys and hinges. Checked wings, cabin, fuselage and empennage. Checked landing gear wheels and brakes. Retraction test was done. All gear systems checked OK. Repacked all wheels. Checked electrical system and battery. A/C was lubed as per manual. Checked AD thru 78-16. All AD's are done.</p> <p>I certify that this A/C has been inspected in accordance with a 100hr inspection and has been found to be in an airworthy condition.</p>							
							
474524715 AP							

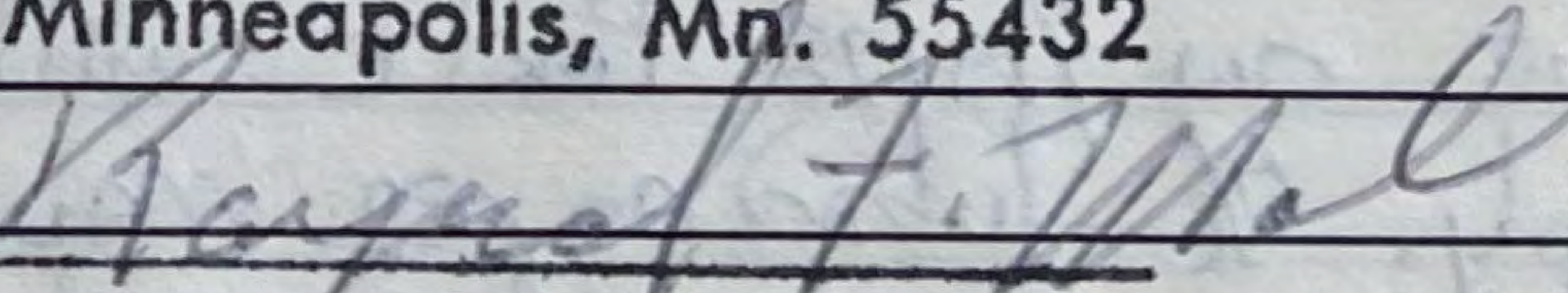
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE

## AIRCRAFT LOG

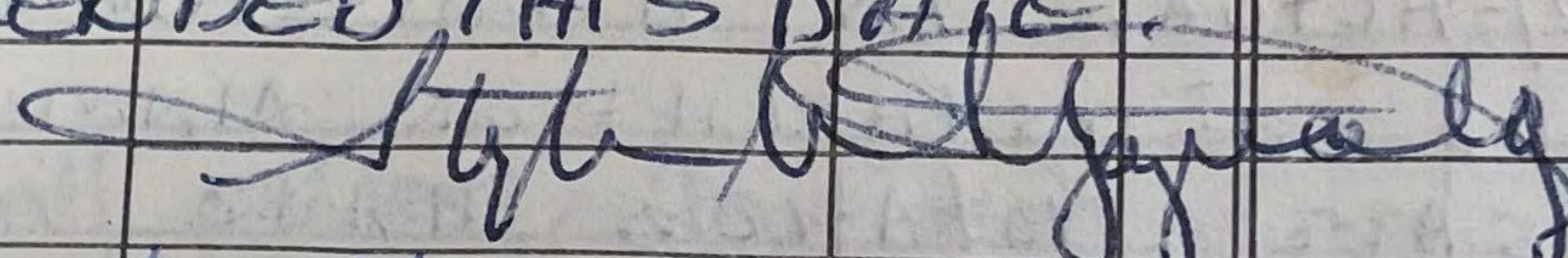
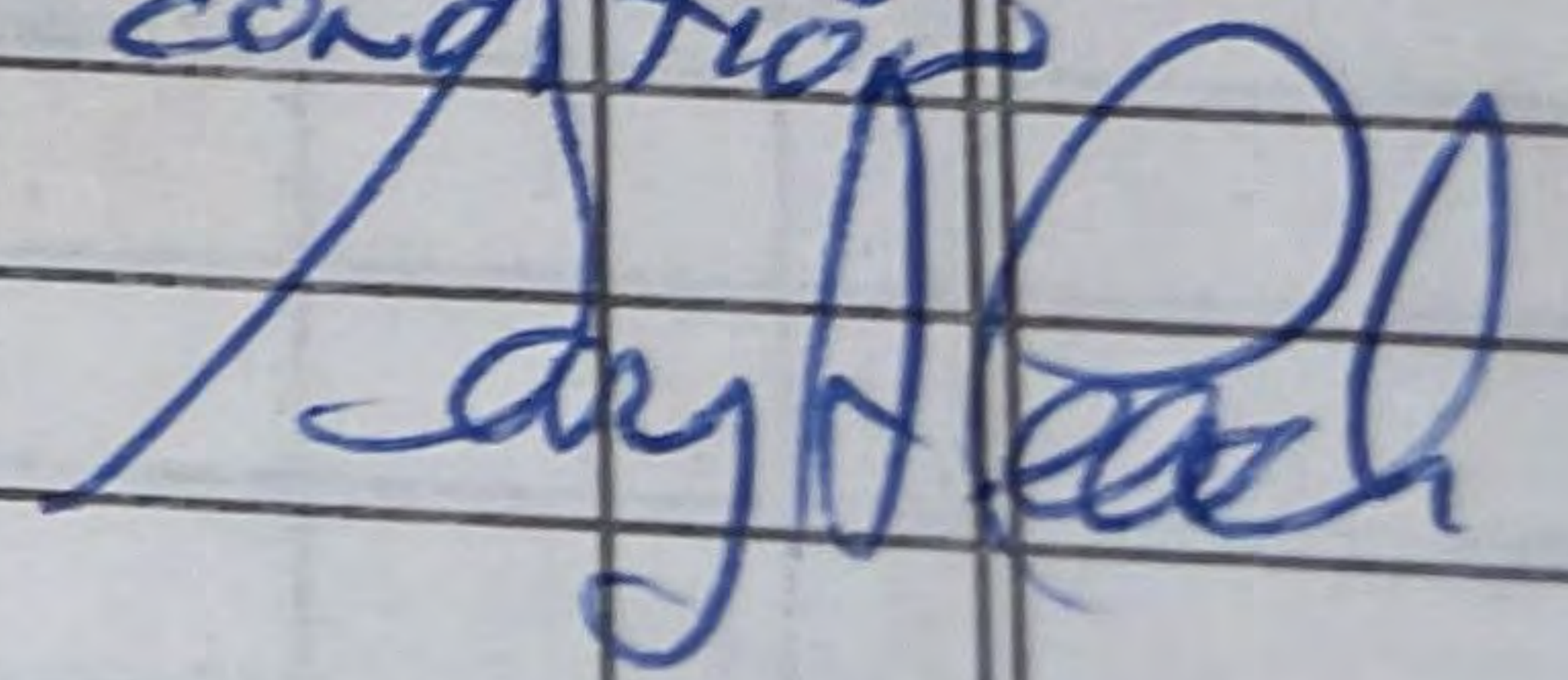
VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19 ____	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
	VOR 1   VOR 2				

9-	19-	78	Installed		King KN-61 DME in space provided by ACFT MANUFACTURER IN ACCORDANCE WITH EQUIP MANUFACTURERS INSTALLATION MANUALS & ALL PERTINENT FAR'S. ALL NECESSARY NOTATIONS MADE IN EQUIP LIST & WT BAL SHEET New ACFT EFX WT - 1800.4 Lbs New ACFT EFX WT CG - 104.27 IN New ACFT USEFUL LOAD - 999.6 Lbs
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**AIRCRAFT ELECTRONICS**  
**Anoka County Airport**  
**Minneapolis, Mn. 55432**

  
**Raymond F. Mabrey**  
**#1883096 C.R.S. 3476**

### AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19	9-29-78	TACH 25	INSTALLED FIRE EXTINGUISHER. WEIGHT AND BALANCE DATA AMENDED THIS DATE.				
	10/6/78	Tach 400	Checked all cables pulleys and hinges. Checked wings cabin, fuselage and empennage groups. Checked landing gear wheels and brakes. Retraction test was done and landing gear system checked. Replaced seals P/N <sup>MS</sup> 28775-015 and all wheel bearings. Checked electrical system and battery. Repacked 78-18-4 Part B was done on 7/9/78 Part E will be due at 24 mo or 2000 hr. Parts A, C, D don't apply. AC used as per manual.				 47477562762
			I certify that this AC has been inspected IAW A				 474524751A

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

## AIRCRAFT LOG

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

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.

12-22-78 TACH 446

Rigged nose gear in accordance with service manual.  
 Installed drop overhauled by Maxwell W.O. # 63690.  
 Replaced RH maffler, steering bungee ass'y, nose gear drag link  
 ass'y, nose gear lock ass'y, nose gear actuator piston & rings, lower cowling  
 and nose gear doors. Retraction tester checked O.K. - (See Anoka Aui.  
 Ground run up Normal. David J. Hells  
Work order for  
ATD 478624495 Additional Parts.

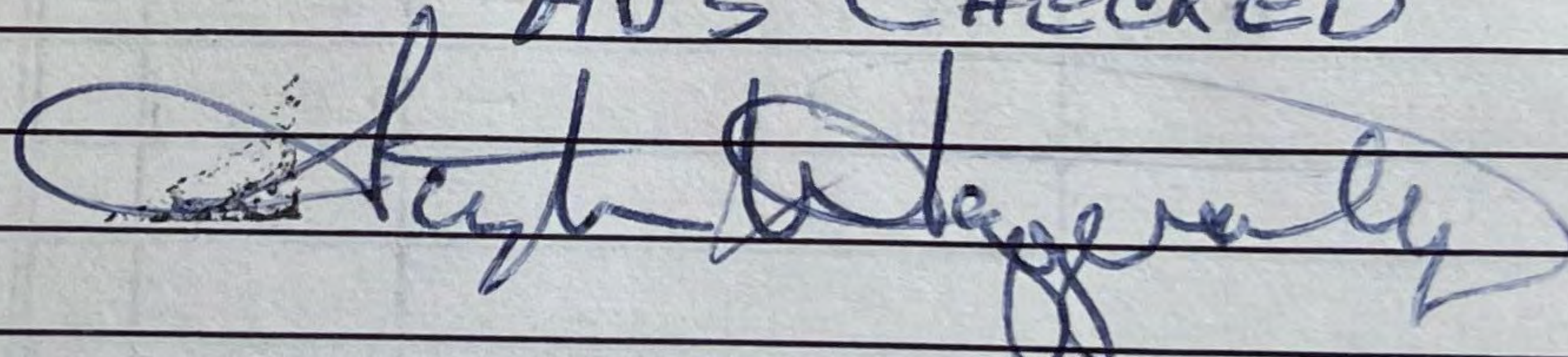
## AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 3-14-79	TACK; 500						
<p>Inspected all cables, pulleys, and hinges. Checked battery and electrical system. Checked landing gear, wheels, and brakes. Replaced left main tire. Retraction test was done and land gear system was checked. Checked wings, cabin, fuselage and empennage groups. Installed 3 new static wicks on elevator. No AD's apply through 79-04 at this time. Installed all new vacume filters. Install new Hyd. return line. Installed EBT probe.</p> <p>*CERTIFY this A/C has been inspected IAW a 100 hr inspected and has been found to be in airworthy condition.</p> <p style="text-align: right;">Mike Kluge AIP 412585457</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>6-26-79</u>	TACH. <u>599</u>	
	I CERTIFY THAT THIS AIRCRAFT HAS BEEN		CHANGED VAC FILTERS
	INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u>		REPLACED LEFT MAIN TIRE
	INSPECTION AND WAS FOUND TO BE IN AN		REPAIRED LEAK IN HYDRO LINE AT
	AIRWORTHY CONDITION.		POWER PACK C/W AD 7905-02 LI SO <sub>2</sub> BATT
	STEPHEN M. FITZGERALD		AOS CHECKED
	<u>JA AP 477562762</u>		

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							

N52802

LOG BOOK ENTRY

Date 1-25-79

THIS AIRCRAFT STRIPPED AND REPAINTED ACCORDING TO MANUFACTURER'S SPECIFICATIONS. CONTROLS BALANCED IN ACCORDANCE WITH MANUFACTURERS'S SPECIFICATIONS AND/OR A D NOTE. NO PLACARDS INSTALLED. ATTACHMENTS HARDWARE

REPAINTED AFTER INSTALLATION  
 PAINT BRAND Dupont Imron

COLOR white 8174

COLOR Brown 296074

COLOR Orange 245924

A&P2127649

Albert S Goodner, Jr

## AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
Date	Bearing error VOR 1   VOR 2	Place	Signature	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.
			19 _____	

Performed inspection required by FAR 91.177  
 in accordance with procedures outlined in ap-  
 pendix F of FAR 43. C.R.S. 3476

ARC / RT 359A / 14432  
 Make                      Model                      Serial No.

AIRCRAFT ELECTRONICS, Anoka County Airport  
 2289 County Rd. J, Mpls., Minn. 55432

Raymond F. Mabrey / 9-28-79  
 Raymond F. Mabrey #1883096                      Date

08-11-1

I certify that the altimeter and static  
 pitot system tests required by FAR 91.170  
 have been performed. The altimeter has  
 been tested to 20 000 ft.

AIRCRAFT ELECTRONICS, Anoka County Airport  
 Minneapolis, Minn. 55432 C.R.S. 3476

Raymond F. Mabrey / 9-28-79  
 Raymond F. Mabrey #1883096                      Date



## AIRCRAFT LOG

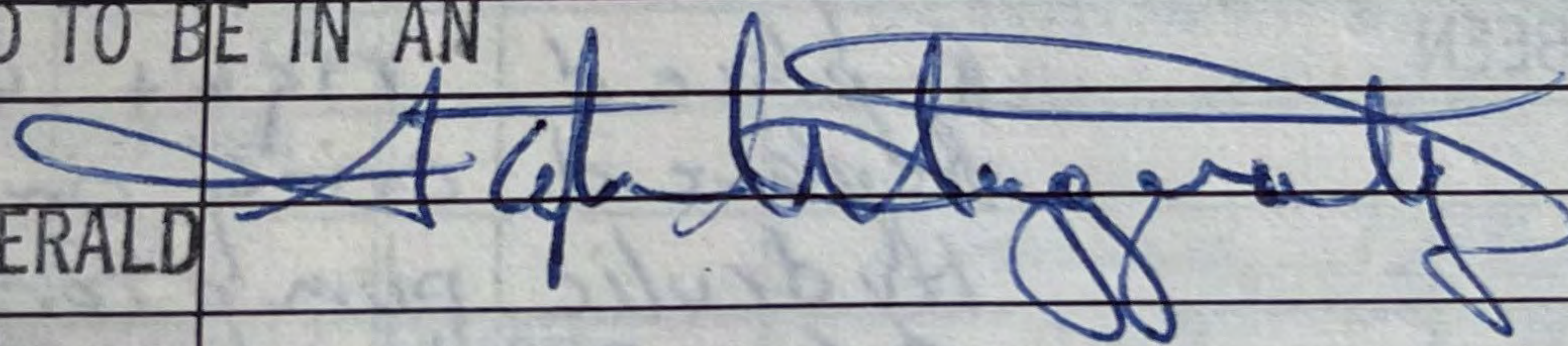
VOR Receiver operation checked in accordance with FAR 91.25				DATE 19 _____	REMARKS Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under 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	Signature		
	VOR 1   VOR 2				

5-20-80 TACH 695 REPLACED SENDING UNITS BOTH TANKS  
 RESEALED TANK ACCESS COVERS BOTH TANKS. REPAIRED CRACK  
 IN BAFFLE RIGHT REAR ENGINE. C/W AD 79-18-06 MAG. COIL  
 RETENSION DEVICES. DISTRIBUTOR CLEARANCE AND COVER SEALING.  
 REPLACE BEACON LAMP. REPLACED RIGHT MAIN TIRE. REPLACED  
 BRAKE LININGS BOTH MAINS. REPLACED LEFT FUEL CAP.

DATE 5-20-80 TACH. 695

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

STEPHEN M. FITZGERALD  
 AP 477562762



ELT BATTERY DUE 11-81

### AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 DATE <u>12/15/80</u>							TACH. <u>787.3</u> I CERTIFY THAT THIS <u>Airframe</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100hr</u> INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. Kenneth G. Hanson A & P 47382221 <i>Kenneth G. Hanson</i>
			serviced				
			Replaced				Node strut
			Replaced				landing light.
			Replaced				Dome light
DATE <u>1/31/81</u>							TACH. <u>819</u> I CERTIFY THAT THIS <u>Airframe</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100hr</u> INSPECTION AND WAS FOUND TO BE IN AIRWORTHY CONDITION. KENNETH G. HANSON A & P 47382221 <i>Kenneth G. Hanson</i>
			Replaced				
			Replaced				Brake pad Left + main
			Replaced				right strobe light
			Replaced				O-ring on pressure switch on
							Hydraulic pump for landing gear.
							C/w Bendix mag switch AD 76-7-12
							and Stewart Warner oil cooler AD
							80-25-07 Replaced crossover
							Beffel on Exhaust <del>systems</del>

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

## AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25			
Date	Bearing error <small>VOR 1   VOR 2</small>	Place	Signature

DATE

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.

7-1-81; Jack 819, #819

I certify that this aircraft/engine has been inspected in accordance with a ~~100~~ hour/annual inspection and was found to be in an airworthy condition.

John Akre  
#1878737 FAA

I certify that the altimeter and static pilot system tests required by FAR 91.170 have been performed. The altimeter has been tested to 20,000 ft.

Performed inspection required by FAR 91.177 in accordance with procedures outlined in appendix F of FAR 43 C.R.S. 3476

AIRCRAFT ELECTRONICS, Anoka County Airport  
Minneapolis, Minn. 55432 C.R.S. 3476

Cessna | RT-359A | 14432  
Make                      Model                      Serial No.  
AIRCRAFT ELECTRONICS, Anoka County Airport  
2289 County Rd. J, Mpls., Minn. 55432

Alan J Akre | 6-30-82  
Alan J. Akre #476641610                      Date

Alan J Akre | 6-30-82  
Alan J. Akre #476641610                      Date



## AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	19	
1983	VOR 1   VOR 2				
JULY 1	TACH TIME 997 HOURS, TOTAL AIRCRAFT TIME 997 HOURS, TOTAL PROPELLER TIME 997, TIME SINCE PROP OVERHAUL 551 HOURS. LANDING GEAR, WHEELS AND BRAKE CHECKED, NEW LININGS INSTALLED BOTH BRAKES. GEAR RETRACTION CHECKED, NOSE LANDING GEAR FORWARD DOOR REBUSHED AND READJUSTED. CHECKED CONTROLS, CABLES PULLEYS, CHECKED INTERIOR FUSELAGE AND WING ELECTRICAL SYSTEM CHECKED. AD 82-27-02 R1 PREVIOUS COMPLIED WITH BY MAXWELL WO# 63690.				
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. Thomas E Doherty, AEP 767142					
DATE	July 1-83	HOURS	997	Time	
I CERTIFY THAT THIS AIRCRAFT ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. <i>Roger H Anderson</i> ROGER H. ANDERSON, A & P 416151-1A					
AUG 1	TACH TIME 1018, INSTALLED CESSNA 52178-4-0134 NOSE (IMPROVED TYPE WITH BLUE COVER) N.L.G. UP LINE.				Thomas E Doherty, AEP 767142.
15 FEB 1984	TACH 1100, INSTALLED NEW BRAKE LINING, RIGHT SIDE #847T.				E Doherty, AEP 767142.

operation  
light  
accidents  
432

### AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 84							
JULY 18	TOTAL AIRCRAFT TIME 1164 HOURS, RECORDING TACH 1164 HOURS PROPELLER TIME 1169 HOURS, TIME SINCE PROPELLER OVERHAUL 718 HR. INSTALLED NEW TIRES AND INNER TUBES BOTH MAINS AND NOSE LANDING GEAR. REPACKED ALL WHEEL BEARINGS. AIRCRAFT JACKED AND LANDING GEAR RETRACTION CHECKED, NEW ELT 8-13 DORNE & MARGOLIN BATTERY POC (INSTALLED DUE REPLACEMENT MAY 1986. "I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION" Thomas E Doherty IA-767142 FOREST LAKE AIRPORT MINN.						
Nov 5, 1984	AIRCRAFT TIME 1227 HOURS. REMOVED 2 OR PT 201 6021-809 PT VALVES AND S-523-3 ARENS CONTROL, INSTALLED 2 OR CAY 160 SAF AIR DRAIN VALVE AND 2 OR AN 914-2D ELBOWS 90°, BOTTOM OF FUSELAGE TANK DRAINS. REPLACED ALL BRAKE LININGS, 487 AIRBORNE INSTALLED D 9-15-1 AIR FILTER, AIRBORNE. INSTALLED B 3-5-1 VALVE FILTER AIRBORNE. Thomas E Doherty ASP 767142						

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

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## 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.

# ALTIMETER & STATIC

I CERTIFY THAT THIS ALTIMETER & STATIC SYSTEM COMPLIES WITH FAR 91.171 IN ACCORDANCE WITH PROCEDURES OUTLINED IN APPENDIX E OF FAR 43.

WO 1097

ALTIMETER TESTED TO 20,000 FT. -

AVIATION ELECTRONICS  
ST. PAUL DOWNTOWN AIRPORT, MN 55107

*[Signature]* 3-27-85

RUSS J. CALLENDER, JR.  
475502168  
FAA CERTIFIED REPAIR STATION C14-42

DATE

# TRANSPONDER

I CERTIFY THAT THIS TRANSPONDER COMPLIES WITH FAR 91.172 IN ACCORDANCE WITH PROCEDURES OUTLINED IN APPENDIX F OF FAR 43.

WO 1097

ARC RT-359A 14432

MAKE                      MODEL                      SERIAL NO.

AVIATION ELECTRONICS  
ST. PAUL DOWNTOWN AIRPORT, MN 55107

*[Signature]* 3-27-85

RUSS J. CALLENDER, JR.  
475502168  
FAA CERTIFIED REPAIR STATION C14-42

DATE

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11/19/85

CALIBRATION

The aircraft component identified on the reverse side was repaired or replaced in accordance with FAA regulations and was found airworthy and inspected in accordance with FAA regulations and was found airworthy for return to service. Pertinent details of the repair or test are on file at this agency under work order No. 7585

**MAINTENANCE RELEASE**

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

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

8/1/85 / Tach 1322.4

Replaced throttle cable P/N 9863053-18. Replaced micro switch for gear warning system P/N S2327-1. Repaired #4 Exhaust stack *Benjamin Johnson*  
AIP 475 284827

Aug 1, 1985 TOTAL AIRCRAFT TIME 1322.7 HOURS, RECORDING TACH 1322.7 HOURS. PROPELLER 876.7 SINCE OVERHAUL, TIRES ROTATED, WHEEL BEARINGS REPAKED. 4 NEW BRAKE LININGS #487 INSTALLED. 2 NEW S-1115-29 CESSNA COWL MOUNTS INSTALLED UPPER LEFT, LOWER RIGHT. LANDING GEAR RETRACTION CHECKED. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION" *Thomas E Doherty IA 767142*

Nov 23 1985 TACH TIME 1390, GYRO HORIZ, EDO-AIRE, SERIAL NO 69779F OVERHAULED BY MIDWEST AIRCRAFT INSTRUMENTS, INC, CRS, C-14-38 ON W.O. 7585, 11-19-85 ALL LINES CLEANED AND GYRO REINSTALLED. *Thomas E Doherty AEP 767142*

## AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>1986</u>							
JUNE 26	TOTAL AIRCRAFT TIME 1406 HR. RECORDED TACH TIME = 1406 HR. REINSTALLED AFTER MAJOR OVERHAUL. MOUNTS INSTALLED. McCAULEY PROPELLER OVERHAULED BY MAXWELL AIRCRAFT SERVICES INC. ON WORK ORDER 81656. COMPLIED WITH McCAULEY BULLETIN #157 AND SERVICE LETTER 1978-3. TOTAL PROPELLER TIME 1406 HOURS. TIME SINCE OVERHAUL ZERO HR. PROPELLER REINSTALLED. RUN UP OK.						LYCOMING IO-360-A1B6D NEW J961 B-59 LORD ENGINE B2D34 C 207/78TCA-0 Thomas E Doherty AEP 767142
JULY 5	AIRCRAFT TIME 1425.5. RECORDED TACH TIME 1425.5. BRAKE LINING EACH MAIN WHEEL.						INSTALLED 2 ea 847 Thomas E Doherty AEP 767142

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

CALIBRATION

and inspected in accordance with FAA regulations and was found airworthy for return to service. Pertinent details of the repair or test are on file at this agency under work order No. 8758

VOR Receiver checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error		Place	Signature	19__
	VOR 1	VOR 2			
AUG 9, 1986					TOTAL AIRCRAFT TIME 1439 HOURS. RECORDING TACH TIME IS 1439 HOURS. TOTAL PROPELLER TIME 1439 HOURS, SINCE OVERHAUL 33 HOURS. SERVICED SAIMMY DAMPER, AIRCRAFT CLOCK REPAIRED, NEW SPRING AND 2 JEWELS ADDED TO MOVEMENT. DEM ELT BATTERY BP 1020 ON ORDER. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. Thomas E Doherty IA 767142
SEP 9, 1986					MANIFOLD PRESSURE GAGE REPAIRED BY MIDWEST INSTRUMENT, JORDAN MN. WO # 8758, CRS-C-14-38, AND REINSTALLED. Thomas E Doherty AEP 767142
SEP 15 1986					ACFT TIME 1448 HR NEW ELT BATTERY PACK P/N BP-1020 MERL INSTALLED IN DORNE & MARGOLIN FLT. BATTERY DUE REPLACEMENT SEPT 1986. OPERATIONAL CHECK SATISFACTORY. Thomas E Doherty AEP 767142
OCT 30 1986					QUILLIC DRAWS INSTALLED FUEL RESERVOIRS AND WING FUEL TANKS. Thomas E Doherty AEP 767142
OCT 30 1986					ACFT TIME 1468 HR INSTALLED P/N 596523 (24 V 150W) TAIL BEACON LAMP REPLACES CESSNA P/N C17312-1 Thomas E Doherty AEP 767142

## AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	IOths	
19 87							
MAY 27	AIRCRAFT TIME 1583 HOURS, INSTALLED 2 ea GOODYEAR CUSTOM II 15X600X6 6 PLY TIRES AND 2 EA GOODYEAR INNER TUBES, BOTH MAIN WHEELS BEARING REPACKED. INSTALLED 4 EA McCULLER BRAKE LINES.						Thomas E. Doherty AEP 767142
6/10/87	Tach: 1443. Removed defective ENCODER S/N 31374. Installed Emergreen Model 580 ENCODER S/N 2174. LEAK checked & Ramp checked Correspondence.						
<i>Michael L. Anderson</i>				<b>FOR CRS 3409</b>			
<p>The static pressure system and altimeter instruments were inspected and tested <u>6/10/87</u> to an altitude of <u>20</u> thousand feet and found to comply with FAR 91.171. The ATC transponder was tested and inspected <u>6/10/87</u> and found to comply with FAR 91.172(a). Automatic altitude reporting equipment was tested and calibrated <u>6/10/87</u> in compliance with FAR 91.36 (b). Transponder manufacturer <u>ARC</u>  <u>RT-3540</u> s/n <u>14432</u> ALTIMETER S/N <u>N8860</u>                      CRYSTAL SHAMROCK                      CRS-3409                      Signature <u>Michael L. Anderson</u>                      For CRS-3409                      FAA Cert. # <u>010-3409</u></p>				<p style="text-align: center;"><b>MAINTENANCE RELEASE</b></p> <p>The component identified 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 repairs are on file at this repair station under Work Order <u>A1962</u>                      Date <u>6/10/87</u> Signed <u>Michael L. Anderson</u> for CRS 3409                      Crystal Shamrock, Inc. 6000 Douglas Drive No., Mpls., MN 55429</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.

	JULY 6, 1987				RECORDING TACH 1555, INSTALLED PRECISE FLIGHT INC., STANDBY VACUUM SYSTEM, MODEL SVS III, STC # SA 2162 NM FOR AIRFRAME AND STC # SE1779 NM FOR ENGINE. SEE FAA FORM 337 THIS DATE. WEIGHT & BALANCE 1 1/2 POUNDS AT STATION 53.5. NEW MOMENT: 188711.34, NEW USEFUL LOAD 995.6 POUNDS. NEW CENTER OF GRAVITY 104.58 INCHES. Thomas E Doherty AEP 767142.
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	AUG 30 1987				TOTAL AIRCRAFT TIME 1610 HOURS RECORDING TACH TIME 1610 HR. TOTAL PROPELLER TIME 1610 HOURS, SINCE OVERHAUL 204 HOURS. COMPLIED WITH CESSNA SERVICE LETTER SL 79-37 R1 BY INSTALLING NEW M.L.G. ACTUATOR ROD END P/N REA. NR3 GEDU, CESSNA P/N 53436-6. BRAKE DISCS GROUND AND REINSTALLED. ELT BATTERY DUE SEPT 1988. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION." Thomas E Doherty IA 767142
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	FEB 24 1988				NEW GILL G-242 BATTERY INSTALLED Thomas E Doherty AEP 767142
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**AIRCRAFT LOG**

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 3/11/88	Tech: No 76-7		Removed Evergreen Blind Encoder and replaced with a Transal D120 P2-T Encoder S/N 64019 TSO C88. Encoder compared and ramp checks good with United Instruments P/N Meter P/N 5934P-1 S/N N8860. TSO C106. Static System Leak checks good. Installed a TI Morrow Apollo 60A Loran C. Panel unit is mounted in Center radio stack with the A-23 Antenna mounted on bottom of Aircraft below Right Front seat. The Loran C is not certified for TFR and Panel is placarded as such. See FAA Form 337 dated 3/11/88 for further information. Installed Sylvania SPA-400 Intercom System. Panel unit is mounted in right instrument panel hole and wires were run to both front seats with PTT switches in each yoke. Moved KI266 DME Indicator and switches from Center Radio Stack to right side Radio Stack to accommodate Loran C. AD 86-05-02 Does not apply to the United Instruments altimeter due to S/N. Installation completed using manufactures INSTRUCTIONS and following ACA3.13 1A Chapter 11 Sections 2, 3, 5 and 7 and 2A Chapters 2 & 3 Weight & Balance and equipment list updated to reflect this installation.				
MAINTENANCE RELEASE							
The component identified 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 repairs are on file at this repair station under Work Order <u>14332</u>							
Date <u>3/11/88</u> Signed <u>Michael L. Ondew</u> for CRS 3409 Crystal Shamrock, Inc. 6000 Douglas Drive No., Mpls., MN 55429							
The static pressure system and altimeter instrument were inspected and tested <u>3/11/88</u> to an altitude of <u>17,500</u> thousand feet and found to comply with FAR 91.171. The ATC transponder was tested and inspected <u>3/11/88</u> and found to comply with FAR 91.172(a). Automatic altitude reporting equipment was tested and calibrated <u>3/11/88</u> in compliance with FAR 91.36 (b). Transponder manufacturer <u>ARC RT-359A</u> s/n <u>14432</u>							
CRYSTAL SHAMROCK CRS-3409 Signature <u>Michael L. Ondew</u> For CRS-3409 FAA Cert # <u>C12-3409</u>							

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

VOR Receiver in accordance with FAR 91.175  
Date \_\_\_\_\_ Bearing \_\_\_\_\_  
VOR 1 \_\_\_\_\_

SEP 27

2-8

## 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.

SEP 27	1988				TOTAL AIRCRAFT TIME 1745 HOURS, RECORDING TACH TIME 1745 HOURS TOTAL PROPELLER TIME 1745 HOURS, SINCE PROP OVERHAUL 339 HOURS. COMPLIED WITH AD 88-12-12 FUEL STRAINER DRAIN CONTROL IN ACCORDANCE WITH PAR (a) (3) BY INSTALLING AIRCRAFT STANDARD HARDWARE "TEE" HANDLE PULL CONTROL ACCESSABLE FROM OIL DOOR, UPPER ENGINE COWL. NEW BP-1020 D & M ELT BATTERY INSTALLED, NEXT DUE OCT 1990 FOR REPLACEMENT, AD 76-07-12 IGNITION SWITCH OPERATIONAL CHECK SATISFACTORY, AD 87-20-03 R1 SEAT RAILS AND SEATS INSPECTED IN ACCORDANCE WITH PAR I, (a) (1) TRU (7) AND FOUND SATISFACTORY.
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"I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE  
WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN  
AIRWORTHY CONDITION,"

Thomas E Doherty IA-767142

2-8-89	1800				Installed new flap limit switch at flap selector switch David Gunderson A41648927
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Blade Serviced  
 Serviced Propeller  
 Grease leak.

TACH: 1975 HR - Installed on N52802

Work Performed On This Order  
 Be Considered An Overhaul

LOG

DATE	DESCRIPTION OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
			HOURS	10THS	
APR 20	TOTAL AIRCRAFT TIME IS 1844 HR. RECORDING TACH TIME 1844 HR SINCE PROP OVERHAUL 438 HOURS. AD 76-67-12 OPERATIONAL CHECKED 3 EA J-7444-14 LORD COUPLING INSTALLED 2 LEFT SIDE, 1 RIGHT SIDE.		1844		TOTAL PROPELLER IGNITION SWITCH SHOCK MOUNTS
	I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. Thomas E. DeRerty AEP 767142				
JUL 22	TOTAL TIME 1947 HOURS				
AUG 23	TOTAL TIME 1976 HOURS, RECORDING TACH TIME 1976 HOURS. PROPELLER TIME SINCE OVERHAUL 570 HOURS. MAXWELL AIRCRAFT SERVICES, INC., WORK ORDER NO 88234, SERVICED PROPELLER AS NEEDED AND REPAIRED GREASE LEAKS BY COMPLIANCE WITH MCCOULEY SERVICE LETTER #1986-4, PROPELLER REINSTALLED. BOLTS TORQUED AND SAFETIED, TACHOMETER RECALIBRATED, NEW ALTERNATOR BELT.				
	Thomas E. DeRerty AEP 767142				
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE					

## AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1   VOR 2	Place	Signature		
Oct 9, 1989				19	<p>TOTAL AIRCRAFT TIME 2012 HOURS. RECORDING TACH 2012 HOURS. TOTAL PROPELLER TIME 2012 HOURS, SINCE OVERHAUL 606 HOURS AD 76-07-12 IGNITION SWITCH OPERATIONAL CHECK. AD 87-20-03<sup>RI</sup> SEATS AND RAILS INSPECTED PAR II (c) (u) (i) THRU (7) AND FOUND SATISFACTORY. RIGHT TIRE REVERSED FOR WEAR, INSTALLED NEW 487 BRAKE LININGS BOTH WHEELS.</p> <p>"I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION," Thomas E Doherty IA 767142.</p>
Nov 15 1989					<p>TOTAL AIRCRAFT TIME 2026 HOURS. INSTALLED NEW 500 X 5 NOSE WHEEL TIRE GOODYEAR FLIGHT CUSTOM II. INSTALLED NEW 211CC VACUUM PUMP, AIRBORNE, SERIAL NO 2 AD 009227. INSTALLED NEW VACUUM AIR FILTERS, D9-18-1 AND B 3-5-1. NEW CESSNA P/N 2178-4-0134 HOSE INSTALLED NOSE GEAR ACTUATOR. INSTALLED NEW "O" RINGS IN NOSE LANDING GEAR STRUT AND RESERVICED STRUT. Thomas E Doherty IA 767142.</p>

## AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 90			<p style="color: red; margin: 0;">The static pressure system and altimeter instrument were inspected and tested <u>4-13-90</u> to an altitude of <u>18</u> thousand feet and found to comply with FAR 91.171. The ATC transponder was tested and inspected <u>4-13-90</u> and found to comply with FAR 91.172(a). Automatic altitude reporting equipment was tested and calibrated <u>4-13-90</u> in compliance with FAR 91.36(b). Transponder manufacturer <u>RT-359A</u> S/N <u>14432</u> Signature <u>[Signature]</u> for CRS BDKR390C, STC Aviation, St. Cloud, MN 56302</p>				
MAY 17, 90			<p>RECORDING TACH TIME 2058 HOURS, INSTALLED, INSTALLED 2 ea J7444-14. LORD MOUNT ON UPPER RIGHT AND CENTER RIGHT AND 3 EA 51115-32 STUD ON UPPER COWL HING. TACH TIME 2058, Thomas E Doherty AEP 767142</p>				
AUG 15, 90			<p>RECORDING TACH TIME 2138 HR REPLACED RIVETS RIGHT COWL FLAP HINGE ATTACH TO COWL. Thomas E Doherty AEP P 767142</p>				
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

## AIRCRAFT LOG

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

DATE  
19 \_\_\_\_\_

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

Nov 14 1990 TOTAL AIRCRAFT TIME 2160 HOURS, RECORDING TACH 2160 HOURS  
 PROPELLER TIME 2160 HOURS, SINCE OVERHAUL 754 HOURS.  
 AD 87-20-83 RA SEAT TRACKS INSPECTION IN ACCORDANCE WITH  
 PAR II (C) (a) FOUND SATISFACTORY. AD 76-07-12 IGNITION SW  
 OPS CHECK OK. INSTALLED 5 ea J7444-14 SHOCK MOUNTS FOR  
 EACH SIDE OF ENGINE COWLING. LANDING GEAR WARNING HORN REPAIRED  
 WIRE TO SWITCH RESOLDERED. NEW GE 307 BULB INSTALLED TAIL  
 NAVIGATION LIGHT. ELT BATTERY BP 1020 DUE NOVEMBER 1992.  
 "I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE  
 WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN  
 AIRWORTHY CONDITION." Thomas E Doherty IA 767142

NEXT: See Log Book #2 initiated Aug 6 1991 @ 2239 HR.

MEMORANDA

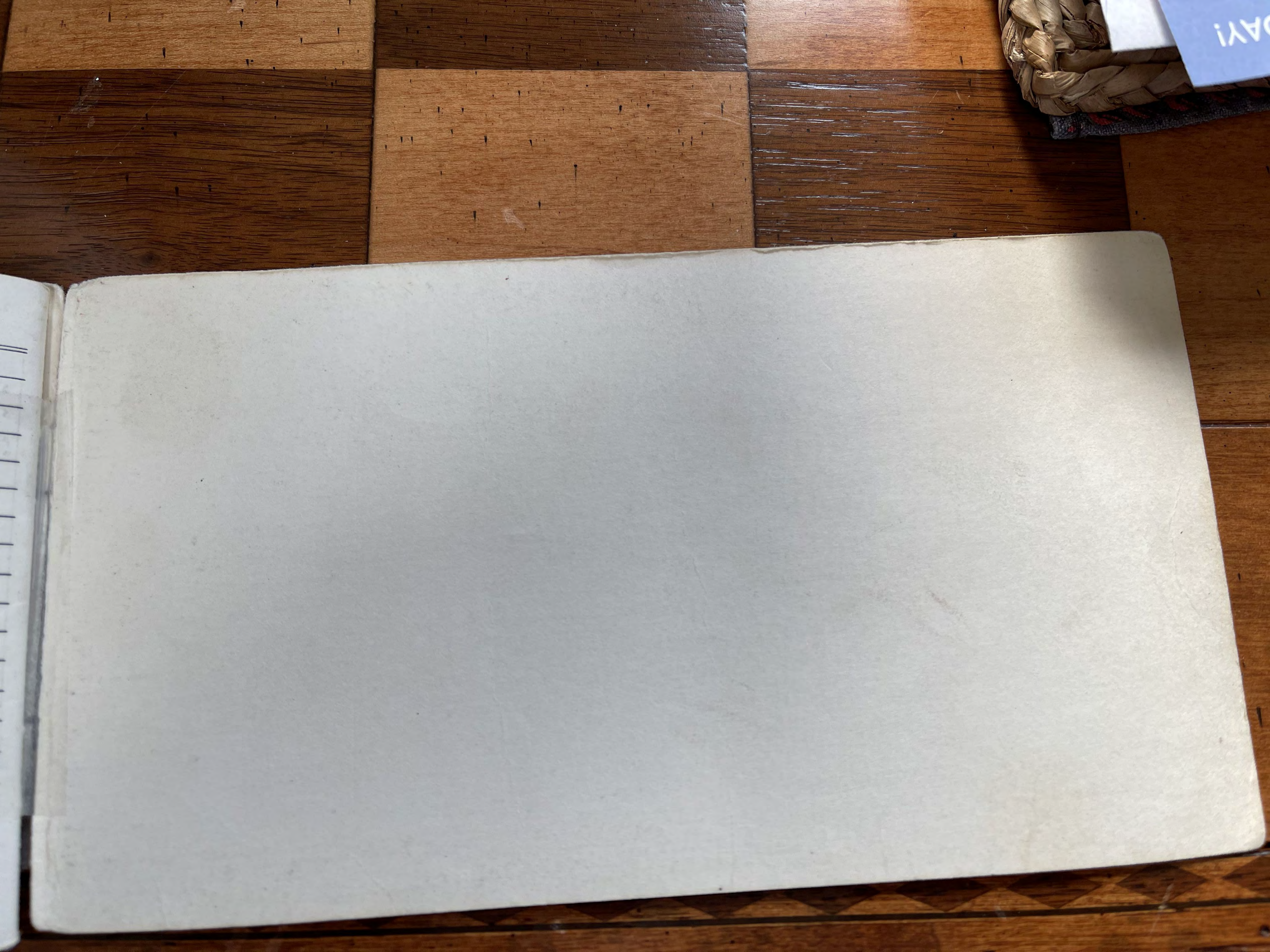
\* Receiving

Date	AD NO	Compliance	A+P NAME & NO
7/19/78	78-9-7	Due at <del>500</del> 1319 HR NEXT DUE	GA Peach 474524715
7/19/78	SB 78-44 } 78-18-4 }	BEARING REPLACED AS PER SB 600 Part B Parts A, C, D don't apply. Part E is due at 200 hrs or 24 mo.	GA Peach 474524715
6-26-79	79-18-05	LISQ BATT	Denny Beach 474524715
5-20-80	79-18-06	MAG COIL RET. DISC CLEAR, C/W	<del>Stewart Werner</del> A+P 477562762
7-1-81	77-12-06	Extend de-ground power recept. Aiser #	Robert G. Hanson
7-1-81	79-08-03	Electrical system Aiser #	A+P 473822221
7-1-81	76-07-12	Bendix mag switch check 200 hrs.	
7-1-81	80-25-07	Stewart Werner Oil cool N/A by S/W	
JUL 1, 83	80-17-14	BENDIX D-200 SB 605A (see 7-1-81)	T Doherty AEP 767142
JULY 1, 83	82-27-02 RI	MCCAULEY PROP BLADE SHANK INSP COMPLETED	MAXWELL on w o # 63690 T Doherty
JULY 1, 83	76-07-12	BENDIX MAG SW NEXT DUE 1097 HR	Doherty AEP 767142
FEB 15, 84	76-07-12	BENDIX MAG SW NEXT DUE 1200 HR	Doherty AEP 767142
JULY 18, 84	84-13-05	PROPELLOR FLEWS (NOT APPLICABLE, AEROBATIC ENG OUL)	
OCT 30 86	86-19-11	CONTAMINATED FUEL - INSTALLED QUICK PRIMERS	T Doherty AEP 767142
MAY 27, 87	86-24-07	ENGINE CONTROL INSTALLATION - C/W	T Doherty AEP 767142

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

CESSNA AIRCRAFT COMPANY WICHITA, KANSAS