Cessna®

Book 1

# AIRCRAFT LOG
## AND MAINTENANCE RECORD

N 53073 SERIAL NO. 177RG1337

SALES • SERVICE • INSTALLATION OF AVIONICS EQUIPMENT • ALTIMETER CERTIFICATION • EGT
CHT • RADAR • AUTO-PILOT/FLIGHT DIRECTOR

811

# NORTHEASTERN AVIONICS, INC.

BARNES MUNICIPAL AIRPORT • WESTFIELD, MASSACHUSETTS 01085
413-562-5124

FAA NO. E19-49

| | | | |
|---|---|---|---|
| NAME Cheshire Airways | | | INVOICE DATE 07/18/80 |
| ADDRESS | CITY | STATE | ZIP |
| PHONE WHEN READY | RECEIVED | PROMISED | PILOT: |
| A/C MAKE & MODEL Cardinal | A/C REGISTRATION NO. 53073 | A/C SERIAL # | REPLACEMENT SERIAL # |

MAKE: MODEL PART # SERIAL# MODS:

TECHNICIAN [signature]

INSPECTOR [signature]

WARRANTY CLAIM # START/EXP. DATE CERT. #

## MATERIAL USED

| STOCK | REORDER | QUAN. | PART NUMBER AND DESCRIPTION | PRICE EACH | TOTAL AMOUNT |
|---|---|---|---|---|---|
| | | | | | |

TOTAL PARTS

## SERVICE DESCRIPTION

ALL WORK DONE IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS

ATC transponder tests and inspections required by FAR 91.177 were performed this date 07/18/80 and found to comply with FAR part 43 Appendix F:
No. 1: ARC RT359A # 16087
No. 2:
W.O: #
NEA: INC: E19 49
Signed: [signature]

I certify that the altimeter and static system tests required by FAR part 91.170 have been performed in this aircraft. The altimeter has been tested to 20,000 feet.
Signature [signature]
Date 07/18/80
Certificate No. 019307266
NEA, INC. E19-49
United Inst 5934P-1 # M5387

Correspondence check accomplished between altimeter and blind encoder, OK

I hereby authorize the following repair work to be done along with the necessary material, and hereby grant you and/or your employees permission to operate and fly the aircraft herein described for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged on below aircraft herein described for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged on below aircraft to secure the amount of repairs thereto.
You will not be held responsible for loss or damage to the aircraft or articles left in aircraft in case of fire, theft, or any other cause beyond your control.
X [signature]

CUST. ORDER NO.

TERMS
CASH ☐
☐ CHARGE
Ok'd by

## OUTSIDE WORK

| MAKE | MODEL | PART# | SERIAL # | CHARGE |
|---|---|---|---|---|
| | | | | |

REPAIR LOANER
EXCHANGE OLD # TOTAL ▶

## SHIPPING CHARGES

| DATE | TYPE | WAYBILL | CHARGE |
|---|---|---|---|
| | | | |

TOTAL ▶

## CUSTOMER SALES SUMMARY

| | | |
|---|---|---|
| LABOR | @ | 25.— |
| REMOVE/INSTALL | @ | |
| PARTS | | |
| OUTSIDE WORK | | 40.— |
| SHIPPING | | |
| SUB TOTAL | | |
| TAX | | |
| TOTAL AMOUNT | | $65.— |

034C207

Cessna

RCRAFT
AINTENANC

77RG
Model
IO-36

19 to

Prop. → McCauley Model B2034C207 S/N 781497
T.C. P7EA PC3
McCauley P/N P2074392-01

Cessna®

# AIRCRAFT LOG
## AND MAINTENANCE RECORD

Record of Cessna (Make) 177RG (Model) 177RG1337 (Serial) N53073 (Certificate)

With Engine Ly Coming (Make) IO-360-A1B6D (Model) ~~L-18699-51A~~ L-20791-51A (Serial)

From _____ 19____ to _____ 19____

Detailing Time From _____ (Hours) To _____ (Hours)

Owner _____

Address _____

FORM P121-13

# AIRCRAFT LOG

| DATE 1978 | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | | ACCUMULATED TOTAL FLYING TIME HOURS | 10THS | SIGNATURE OF PILOT |
|---|---|---|---|---|---|---|---|---|
| Mar. 20 | Ict | Local | Test | 1 | 8 | 1 | 8 | [signature] |
| April 28 | ICT | LOCAL | TEST | | .7 | 2 | 5 | Don Goble |
| JULY 14 | 11 | 11 | 11 | | 6 | 3 | 1 | [signature] |
| | | | | | | | | |

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 |
|---|---|---|---|---|---|
| Date | Bearing error | | Place | Signature | 19 ____ |
| 78 | VOR 1 | VOR 2 | | | |
| 3/20 | +3° | +3° | Jct | | |
| 3/1 | 0° | +1 | TUS | | |

**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.

I have inspected this aircraft and found it to comply with FAR 21.183. All mandatory changes have been incorporated. The altimeter instrument was tested 2-8-78 to an altitude of 20 thousand feet and found to comply with Appendix E of Part 43. Automatic pressure altitude reporting equipment was tested and found to comply with Appendix E of Part 43, and calibrated 2-17-78 in compliance with FAR 91.36(b). The ATC transponder was tested and inspected 3-7-78 and found to comply with Appendix F of Part 43. The static pressure system was tested and inspected in accordance with FAR 91.170 and a Standard Airworthiness Certificate dated 9-13-78 was issued by me.

Executive Engineer

Cessna Aircraft Co. Pawnee Div.

Delegation Option Manufacturer, CE-1

By

John P. Speary

# AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 | | | | | DATE 19 79 | REMARKS |
|---|---|---|---|---|---|---|
| Date | Bearing error VOR 1 | Bearing error 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. |
| | | | | | 6-15 | TACH 139.0 ANNUAL INSPECTION<br>INSTALLED NEW RT FUEL TANK VENT IN WING ROOT<br>STEEL. RETRACTION TEST PERFORMED<br>I CERT. BY THAT THIS AIRFRAME HAS BEEN<br>INSPECTED IN ACCORDANCE WITH AN ANNUAL<br>INSPECTION AND FOUND AIRWORTHY<br>D.O.P. Palmer<br>IA 2151637 |

# AIRCRAFT LOG

| DATE 19 | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME HOURS | 10THS | SIGNATURE OF PILOT |
|---|---|---|---|---|---|---|---|
| 10/18/79 | tach 236.0 | | Replaced RT main tire | | | | |

DATE 10/19/79

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 hr INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

TOTAL TIME 236

SIGNED [signature]

LIC. # A+P 2263404

CHESHIRE AIRWAYS INC.
KEENE, N.H.
352-3951

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 | Bearing error VOR 2 | 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. |
| | | | 4/18/80 | | | Installed E.L.T. |

DATE 4/18/80

I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 hr. INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.

TOTAL TIME 340 hr.

SIGNED Bernard J. Kopf

LIC. # A+P 017400135

CHESHIRE AIRWAYS INC.
KEENE, N.H.
352-3951

DATE 4/18/80

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

TOTAL TIME 340

SIGNED [illegible]

LIC. # 1023616339

CHESHIRE AIRWAYS INC.
KEENE, N.H.
352-3951

# AIRCRAFT LOG

| DATE 19 | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME | | SIGNATURE OF PILOT |
|---|---|---|---|---|---|---|---|
| | | | | | HOURS | 10THS | |
| | | | | | | | |
| | 06-03-80 | | | | | | |
| | | replaced Hobbs meter w/89.8 time | | | | | |
| | | on defective Hobbs meter | | | | | |
| | | | | Alan C/Neal | | | |
| | | | | 2283155 A+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 19 ____ | REMARKS |
|---|---|---|---|---|---|---|
| Date | Bearing error | | 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. |
| | VOR 1 | VOR 2 | | | | |
| | | | | | | DATE _____ |
| | | | | | | I CERTIFY THAT THIS AIRCRAFT HAS |
| | | | | | | BEEN INSPECTED IN ACCORDANCE |
| | | | | | | WITH A _____ INSPECTION |
| | | | | | | AND WAS DETERMINED TO BE IN AIR- |
| | | | | | | WORTHY CONDITION. |
| | | | | | | TOTAL TIME _____ |
| | | | | | | SIGNED _____ |
| | | | | | | LIC. # _____ |
| | | | | | | CHESHIRE AIRWAYS INC. |
| | | | | | | KEENE, N.H. |
| | | | | | | 352-3951 |

# AIRCRAFT LOG

| DATE 19 | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME HOURS | 10THS | SIGNATURE OF PILOT |
|---|---|---|---|---|---|---|---|
| | I certify that the altimeter and static system tests required by FAR part 91.170 have been performed in this aircraft. The altimeter has been tested to 20,000 feet. Signature [signature] Date 07/18/80 Certificate No. 019307266 NEA, INC. E19-49 | | ATC transponder tests and inspections required by FAR 91.177 were performed this date 07/18/80 and found to comply with FAR part 43 Appendix F. No. 1: ARC RT359A # 16087 No. 2: W.O. # 811 NEA, INC. E19 49 | Signed: [signature] | | | |
| 07/18/80 | Correspondence check accomplished between altimeter and blind encoder. OK. [signature] E19-48 | | | | | | |

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

# AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 | | | | | DATE 19 ____ | REMARKS |
|---|---|---|---|---|---|---|
| Date | Bearing error VOR 1 | Bearing error 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. |
| | | | | | | DATE 09-16-80 |
| | | | | | | I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 Hr. INSPECTION AND WAS DETERMINED TO BE IN AIR-WORTHY CONDITION. Re Seal Both Fuel Tank INBRD Panels. Upper Side. |
| | | | | | | TOTAL TIME 2140 |
| | | | | | | SIGNED Alan C Neal |
| | | | | | | LIC. # 2283155 A+P |
| | | | | | | CHESHIRE AIRWAYS INC. KEENE, N.H. 352-3951 |

# AIRCRAFT LOG

| DATE 19 81 | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME HOURS | IOTHS | SIGNATURE OF PILOT |
|---|---|---|---|---|---|---|---|
| 4-1 | Tach. → | 559.5 | Completed inspection in accordance with Repair Station check list. AD's checked to date. Checked AD 80-25-07 (Stewart-Warner Corp.) Found N/A per S/N. Installed new nose tire. Replaced brake linings both sides. | | | | |

I CERTIFY THAT THIS AIRCRAFT/ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN Annual INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. PERTINENT DETAILS ARE ON FILE AT THIS REPAIR STATION UNDER REPAIR ORDER # 4138, DATED 4-1-81

TACH TIME 559.5 T.T. 559.5 S.M.O.H. — See Eng.

SIGNED John Riddell, Chief Insp. FOR

Business/Jet Center.

F.A.A. APPROVED REPAIR STATION #4039, AIRFRAME CLASS 1
TUCSON INT. AIRPORT, TUCSON, ARIZONA 85706

— END —

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

# AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 | | | | | DATE 19 ___ | REMARKS |
|---|---|---|---|---|---|---|
| Date | Bearing error VOR 1 | Bearing error 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. |
| 5-29-81 | | | TACH 659.4 | | | Completed inspection in accordance with repair station checklist. ADs checked to date. Serviced hydraulics. Replaced landing light bulb. Retract test normal. Run-up normal. |

I CERTIFY THAT THIS AIRCRAFT/ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 hour INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. PERTINENT DETAILS ARE ON FILE AT THIS REPAIR STATION UNDER REPAIR ORDER # 4178, DATED 5-29-81

TACH TIME 659.4 T.T. ____ S.M.O.H. ____

SIGNED Jeffrey Riddell, Chief Insp. FOR Business Jet Center

F.A.A. APPROVED REPAIR STATION #4039, AIRFRAME CLASS 1
TUCSON INT. AIRPORT, TUCSON, ARIZONA 85706

— END —

# AIRCRAFT LOG

| DATE 19 81 | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME HOURS | IOTHS | SIGNATURE OF PILOT |
|---|---|---|---|---|---|---|---|
| 6-25 | 759.3 | Completed inspection per form recommended by repair station. AD's checked to date Replaced right main tire. Retract test normal. | | | | | |

I CERTIFY THAT THIS AIRCRAFT/ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100 hour INSPECTION AND WAS DETERMINED TO B N AIRWORTHY CONDITION. PERTINENT DETAILS ARE ON FILE AT THIS R STATION UNDER REPAIR ORDER # 4187, DATED 6-25-81

TACH TIME 759.3 T.T. S.M.O.H.

SIGNED Jeffrey Riddell Chief Insp. FOR

Business Air Center

F.A.A. APPROVED REPAIR STATION #4039, AIRFRAME CLASS 1

TUCSON INT. AIRPORT, TUCSON, ARIZONA 85706

END

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

| VOR R in acco | |
|---|---|
| Date | Bear VOR |
| 12-12 | |

# AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 | | | | | DATE | REMARKS |
|---|---|---|---|---|---|---|
| Date | Bearing error VOR 1 | Bearing error VOR 2 | 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. |
| 12-12-81 | | | 859.2 | | | Serviced all fluid levels Bleed Rt Brake Replaced Nave lite + flashing beacon bulb |
| | | | | | | Eng O/H This Time + Reinstalled Test flight ok Washed A/C Greased all wheel Bearings. Retract Test Normal |
| | | | | | | I Certify That This Airframe has been Inspected in accordance a 100hr Inspection and was found To be in an airworthy Condition |
| | | | | | | Glyn R. Heath A&P 526882232 |

# AIRCRAFT LOG

| DATE 19 | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME HOURS | 10THS | SIGNATURE OF PILOT |
|---|---|---|---|---|---|---|---|
| 1-13-82 | | 959.8 | | | | | |

Resealed both Brake cyl + Both master cylinders, bleed brakes Check battery Replaced RLT Tire (used)

I certify that this Airframe has been Inspected in accordance a 100hr Inspection and has been approved for return To service

Glyn D. Heath
A&P 526882232

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

# AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 | | | | | DATE 19___ | REMARKS |
|---|---|---|---|---|---|---|
| Date | Bearing error VOR 1 | Bearing error 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. |
| | | | | | | |
| 2-6-82 | | | 1053.6 | | | Replaced Flap Motor & Micro Limit switch Checked all Fluid levels. Washed A/C. Install Both Main Tires New. |
| | | | | | | I certify that this Airframe has been Inspected in accordance with a 100hr Inspection and is approved for Return To Service |
| | | | | | | Ely D. Heath A+P 526882232 |

# AIRCRAFT LOG

| DATE 19 | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME HOURS | ACCUMULATED TOTAL FLYING TIME IOTHS | SIGNATURE OF PILOT |
|---|---|---|---|---|---|---|---|
| 3-2-82 | | 1153.2 | | | | | |
| | | | Checked fluid levels. Replaced Squat switch on Nose gear. Retract Test Normal. Overhauled (Reseal) Nose oleo Strut. | | | | |
| | | | I Certify that This Airframe has been inspected in accordance a 100hr Inspection and has been approved for Return To service | | | | |
| | | | Glyn D. Heath | | | | |
| | | | A/P 526822232 | | | | |

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 | Bearing error VOR 2 | 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. |

tach reads 1229.4 Installed new strut door hinges and pins installed new beacon lamp, left strobe lamp, right courtesy lite, new map light assy, Installed cowl mount and two cowl fastner studs & retainers, new emergency gear pump cover, nose gear strut door bumper and grommet, Autopilot cables, chains pulleys, bolts and pins in right wing at Tucson Avionics Installed overhauled exchange, turn coordinator, aligned main gear wheels, and replaced both hyd pump support bulkheads, installed new hinge in upper position of pilot's door & patched fuselage skin in area of lower left door hinge

AD NOTES ARE LISTED IN BACK OF THIS LOG WITH METHOD OF COMPLIANCE

Installed new Gill G242 battery.

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

Dated 4 JAN 83 Total recorded time 1229.4 Hrs.

Signed Nelson Duarte Cert. No. 1124911 IA

# AIRCRAFT LOG

| DATE 19 | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME HOURS | ACCUMULATED TOTAL FLYING TIME IOTHS | SIGNATURE OF PILOT |
|---|---|---|---|---|---|---|---|
| | | | Pilot Altim. is a United Instr. P/N 5934P-1, S/N M5387, (TSO C10b). Blind encoder is TransCal D120-P2-T, S/N 28590. | | | | |

Date Jan 26, 1983

ALTITUATE REPORTING

"I certify that the altimeter and static systems have been inspected and tested as required by ~~FAR 91.171~~. The altimeter has been tested to 20,000 feet. Details are on file under work order No. 141-83 to Jan 26, 1983

Signed M. L. Johnson for

~~Commander~~ Instruments & Avionics

~~FAA Cert.~~ Repair Sta. #709-3

~~Chester County Airport~~

~~Chester, S. C. 29706~~

I certify this transponder, Make ARC, Model ~~ART359A~~ S/N 16087 and ~~system~~ have been tested and inspected and found to comply with the ~~requirements of FAR 91.17~~. W.O. R112-83

Signature M. L. Johnson for

Commander Instruments & Avionics

FAA Cert. Repair Sta. #709-3

Chester County Airport

Chester, S. C. 29706

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

# AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 | | | | | DATE 19 ____ | REMARKS |
|---|---|---|---|---|---|---|
| Date | Bearing error VOR 1 | Bearing error 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. |
| | | | | | | The aircraft and/or components identified above have been maintained or inspected in accordance with the current Federal Aviation regulations and found airworthy for return to service. Pertinent details of the repairs are on file at this Agency under Work Order # _____ |
| | | | | | | Signature _____ |
| | | | | | | Aero Services Raleigh Durham Inc. Repair Station 5383 |
| | | | | | | Removed AP for repair + reinstalled S/N 4720<br>Adjusted AP Roll Bridal Cable |

# AIRCRAFT LOG

| DATE 19 83 | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME HOURS | 10THS | SIGNATURE OF PILOT |
|---|---|---|---|---|---|---|---|
| 2-17-83 | RECORDING TACH | | 1259.8 | REMOVED & REPLACED VACUUM PUMP. GND RUN-UP OF ENGINE. VACUUM PUMP & VAC SYSTEMS CK'D OK. RETURN TO SERVICE THIS DATE. | | | Harry D. Foster Jr. A&P 230462583 |
| 3-28-83 | RECORDING TACH. | | 1308.7 | REMOVED NOSE TIRE, REPLACED WITH A 500x5 (6PLY) NOSE TIRE. REMOVED AND WELDED AND REINSTALLED EXHAUST STACK #1 CYLINDER. WITH NEW EXH. GASKET. INSTALL CYLINDER HEAD TEMP BULB. INSTALL LANDING GEAR WARNING HORD MICRO-SWITCH. PERFORMED A RETRACTION TEST. CK'D OK. INSTALL 'O' RINGS ON BOTH FUEL CAPS. RETURN TO SERVICE THIS DATE. | | | Harry D. Foster Jr. A&P 230462583 |

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. |
| 83 | VOR 1 | VOR 2 | | | | |
| 7-2-83 | | | RECORDING TACH | | 1367:6 | 100 HR INSPECTION COMPLETED |
| | | | ENG SMOH | | 509.0 | THIS DATE PER CESSNA INSPECTION |
| | | | PROP SMOH | | "0" | REPORT. INSPECTION PLATES REMOVED |
| | | | | | | AND CHECKED CABLES AND LUBED PULLEYS. |
| | | | | | | SERVICED BATTERY AND CLEANED BOX. LUBED AIRCRAFT PER |
| | | | | | | SERVICE CHART. RESEAL BOTH FUEL INSPECTION PLATES AND |
| | | | | | | INSTALLED NEW SCREWS. REPLACED 4EA BRAKE PADS P/N 487. |
| | | | | | | ADJUSTED GEAR WARNING HORN MICRO-SWITCH. PERFORMED A RETRACTION |
| | | | | | | TEST CK'D OK. INSTALL NEW ELT BATTERY PACK. FUNCTIONAL |
| | | | | | | TESTED ELT. BATTERY DUE DATE 07-84. REMOVED |
| | | | | | | PROPELLER FOR OVERHAUL. WAS OVERHAULED AT PAI |
| | | | | | | (SEE ATTACHED SERVICEABLE PART TAG) RE-INSTALLED |
| | | | | | | PROPELLER. GND RUN-UP PROPELLER & GOV SYSTEM CK'D OK. |
| | | | | | | AD THUR 83-12 COMPLIANCE REVIEW CHECKED. I CERTIFY THAT |
| | | | | | | THIS AIRCRAFT HAS BEEN INSPECTED IAW A 100 HR INSPECTION |
| | | | | | | AND WAS APPROVED FOR RETURN TO SERVICE THIS DATE (END). |
| | | | | | | [signature] |
| | | | | | | A&P 230462583 |

# AIRCRAFT LOG

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

Inglewood Avia

**SERVICEABLE PART**

MANUFACTURER McCauley

PART NAME propeller

MODEL B2D34C207 / 78-TCA-6

PART NO. 5/N B83972 B84594

SERIAL NO. 78 14 97

REMARKS: Overhauled, complied with McCauley SB #106 & 119

ACCOMPLISHED BY AP Bolling Lite

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. A36140 DATE 6-27-83

SIGNED Charles McClellan

SIGNATURE OF AUTHORIZED REPRESENTATIVE

FOR:

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

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 | Bearing error VOR 2 | 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. |
| | | 7-2-83 | | | | RECORDING TACH 1367.0 I CERTIFY THAT THIS AIRCRAFT |
| | | | | | | ENGINE SMOH 509.0 HAS BEEN INSPECTED IN |
| | | | | | | PROP SMOH 00:0 ACCORDANCE WITH A ANNUAL |
| | | | | | | INSPECTION AND WAS APPROVED |
| | | | | | | FOR RETURN TO SERVICE |
| | | | | | | THIS DATE. (END) |
| | | | | | | Jerry L. Argold |
| | | | | | | IA- 2109176 |

# AIRCRAFT LOG

| DATE 19 83 | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME HOURS | 10THS | SIGNATURE OF PILOT |
|---|---|---|---|---|---|---|---|
| 9-7-83 | | Tach | 1477.3 | INSTALLED | | | NEW 15x600x6 |
| | | (6 PLY) | TIRE (R.H. WHEEL) | AND | | | 2 EA BRAKE |
| | | PADS, | REMOVED & REPLACED | GEAR | | | WARNING MICRO |
| | | SWITCH. | OP'S CK'D OK. | RETURN | | | TO SERVICE |
| | | THIS | DATE. | | | | |
| | | | | | | | [signature] |
| | | | | | | | A+P 230462583 |
| 11-18-83 | HOBBS | 1551.5 | | | | | |
| INSTALLED | NEW | BATTERY | RELAY | GROUND | | | OPERATIONAL |
| TEST | PERFORMED | NORMAL- | | | | | |
| REF | WO # 21993 | ON FILE. | | | | | |
| | | [signature] | | | | | |

Aero Services Raleigh-Durham, Inc.
FAA Approved Repair Station 5383

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 | Bearing error VOR 2 | 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. |
| | | | | | |
| | 6-1-84 | | TACH#1673.1 | | INSTALLED RIGHT & LEFT TOE BRAKE CYLINDERS PART# 9882010-1 AND LEFT NOSE PART# 51810-1525 FROM TOE BRAKE CYLINDER. INSTALLED NEW RIGHT WHEEL CYLINDER C30019 WITH NEW "O" RING. CLEANED AND INSTALLED NEW "O" RING ON LEFT WHEEL CYLINDER. INSTALLED ALL NEW BRAKE LININGS AIRBORNE PART # 487. REMOVED AND INSTALLED NEW BRAKE DISC. PART # 164-88. SERVICED & BLEED BRAKE SYSTEM WITH 5606. A&P 242.273869 Paul. Waller |

# AIRCRAFT LOG

| DATE 19 | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME HOURS | ACCUMULATED TOTAL FLYING TIME 10THS | SIGNATURE OF PILOT |
|---|---|---|---|---|---|---|---|
| ~~8-4-84~~ | 8-20-84 | RECORDING | TACH 1687.6 | | ANNUAL | | INSPECTION COMPLETED |
| | | AIRFRAME | TT 1687.6 | | THIS DATE. REMOVED PLATES, | | |
| | | ENGINE | TT 1548.6 | | CK'd CABLES AND LUBED | | |
| | | ENGINE | SMOH 828.4 | | PULLEYS. REMOVED BATTERY | | |
| | | PROP | SMOH 320.0 | | SERVICED & CLEANED BAT. | | |
| | | + 1 YR @ | 6-22-84 | | BOX. SERVICED HYD POWER | | |
| | | | | | PACK. LUBED LANDING | | |
| | | TEST OK. | EMERGENCY | EXTENSION | GEAR AND GEAR RETRACTION | | |
| | | AND LOG | ELECTRICAL & OPERATION | | OPERATIONAL CHECKED | | |
| | | REMOVED | WHEELS, CLEANED & PACKED | | PLACARDS IN PLACE | | |
| | | BRAKE RESOV. | INSTALLED | NEW ELT | BEARINGS. SERVICED | | |
| | | FUNCTIONAL | TEST OK. | BATTERY | DUE 5-86. REMOVED | | |
| | | RIGHT VENT | WINDOW | WORM GEAR | LATCH ASSY. | | |
| | | REPAIRED | AND REPLACED | MISSING | LOCKING PIN | | |
| | | SHIMMED | WORN HANDLE | ADJ. | REINSTALLED WITH | | |
| | | NEW HARDWARE, | OPERATIONAL | CHECKED | OK. REMOVED | | |

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

Date

# AIRCRAFT LOG

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

~~RIGHT~~ DOOR PANEL FOR RADARS TO HANDLE/
LATCH ASSY. INSTALLED NEW SHORT P/N 1712086/
PLATE ASSY. 0717021-1, CLIPS, 051189-1 AND
0517006-2 HANDLE. LUBRICATED, OPERATIONAL/
CHECKED. REINSTALLED DOOR PANEL. WASHED
EXTERIOR, LUBED EXTERNAL HINGES. AD
COMPLIANCE REVIEW 84-14. I CERTIFY
THAT THIS AIRCRAFT HAS BEEN INSPECTED
IN ACCORDANCE WITH A ANNUAL INSPECTION
AND WAS APPROVED FOR RETURN TO SERVICE
THIS DATE. - END -

Jerry L. Ingold
IA - 2109176

# AIRCRAFT LOG

| DATE 19 85 | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME HOURS | 10THS | SIGNATURE OF PILOT |
|---|---|---|---|---|---|---|---|
| 1/15/85 | 1733.4 HOBBS + TOTAL TIME. REMOVED ELEVATOR. REMOVED + REPLACED SUPPORT HINGE + BEARINGS. REMOVED + REPLACED FUSELAGE BUSHINGS FOR ELEVATOR. REINSTALLED ELEVATOR USING ALL NEW HARDWARE, + SAFETIED + TEST FLOWN. | | | | | | |
| 1/15/85 | 1733.4 TOTAL TIME | | | | | | Mitchell U. Robert A&P 2468266 |

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 |
|---|---|---|---|---|---|
| Date | Bearing error VOR 1 | Bearing error VOR 2 | Place | Signature | 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 Feb 15/85 TT 935.5

AVIONICS WORK PERFORMED

ON #1 Comm

REF. W.O. # 3163

SIGNATURE [signature]

CERT. # 2720043

AEROSERVICES RALEIGH-DURHAM
FAA REPAIR STATION #5383

AERO ELECTRIC INC
130 Laura
Wichita, Kansas 67211

**CERTIFICATION TAG**
Certified Repair Station NO. 322-14

Unit Name Starter
Ser. No. A-30405(1N000032)
Type 624-MHB4013
Mfg. Prestolite
Overhauled By [signature]
Insp By [signature]
Minor Rep/Alt. Work Order No.
By
Repairman

If Not Overhauled Fill Out Below

**THIS UNIT TESTED AND APPROVED FOR FURTHER SERVICE**

By
Date

SERVICEABLE

AE - 107

SIGNATURE OF PILOT

SIGNATURE [signature]
CERTIFIED REPAIR STATION
CUSTOM AVIONICS CRS 764-102

THIS AIRCRAFT TRANSPONDER HAS BEEN TESTED TO MEET REQUIREMENTS OF F.A.R. PART 43 APPENDIX F & 91.171.

SIGNED [signature] DATE 3-4-85

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 | Bearing error VOR 2 | 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. |
| 3-29-85 | | | | | | 1785.6 TACH. TOTAL TIME. INSTALLED AIRBORNE REMANUFACTURED ALTERNATOR FORD P/N DOFF10300B, S/N S010013N. INSTALLED AERO ELECTRIC INC REMANUFACTURED STARTER, PRESTOLITE. P/N 624-MHB4013 S/N A-30405 (IN000032). AIRCRAFT GROUN RUN OK. LOG BOOK ENTRY ALSO MAKE IN ENGINE LOG BOOK. MAINTENANCE RELEASE TAGS ATTACHED THIS LOG BOOK. Paul Waller A&P 242278369 |
| 4-4-85 | | | | | | 1785.6 TACH TOTAL TIME. INSTALLED NEW ELICTRICAL WIRE WT-PA10. A&P 242278369 Paul Waller |

# AIRCRAFT LOG

| DATE 19 85 | FLIGHT FROM | TO | NATURE OF FLIGHT | DURATION OF FLIGHT | ACCUMULATED TOTAL FLYING TIME HOURS | ACCUMULATED TOTAL FLYING TIME 10THS | SIGNATURE OF PILOT |
|---|---|---|---|---|---|---|---|
| 8-19-85 | RECORDING TACH 1830.2 | | ANNUAL INSPECTION | | | | COMPLETED THIS |
| | AIRFRAME TT 1830.2 | | DATE. REMOVED PLATES AND COVERS. | | | | |
| | ENGINE TT 1691.2 | | CHECKED CABLES AND LUBED PULLEYS. | | | | |
| | ENGINE SMOH 971.0 | | REMOVED ALL WHEELS, CLEANED AND | | | | |
| | PROP SMOH 462.6 | | REPACKED WHEEL BEARINGS. INSTALLED | | | | |
| | & 2YRS @ 6-27-85 | | ALL NEW GOODYEAR FC II TIRES AND | | | | |
| | | | BALANCED TIRES AND WHEEL ASSY'S. | | | | |
| | | | REPLACED BRAKE LININGS AND SERVICED | | | | |
| | RESOV. SERVICED AND SYSTEM AND LOG | | | | | | |
| | PERFORMED. REPLACED NOSE GEAR | | RETRACTION TEST | | | | |
| | TURN BUCKLE RETRACT ARM RUBBER GROMMET. REPLACED | | | | | | |
| | WHEEL BEARINGS IN REAR WHEEL. REPLACED LOG AUDIO | | | | | | |
| | ACTUATOR SWITCH ON THROTTLE ARM. STBY UNDERSIDE AND | | | | | | |
| | GEAR DOOR WORKING NORMAL. REPLACED BEACON BULB. | | | | | | |
| | REMOVED BATTERY, SERVICED AND CLEANED BATTERY BOX. | | | | | | |
| | FUNCTIONAL TEST ELT OK. BATTERY DUE 5-86. LUBED | | | | | | |
| | AND SERVICED A/C PER LUBE AND SERVICE CHART. | | | | | | |

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

Date

12

# AIRCRAFT LOG

| VOR Receiver operation checked in accordance with FAR 91.25 | | | | DATE | REMARKS |
|---|---|---|---|---|---|
| Date | Bearing error VOR 1 | Bearing error VOR 2 | 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. |
| | | | | | AD'S COMPLIANCE REVIEW THRU 85-15. CLEANED INTERIOR AND REPAIRED RIGHT VENT WINDOW SCREEN LATCH & OPS CHECKED OK. REPLACED LANDING AND TAXI LIGHT BULBS. WASHED EXTERIOR AND LUBED EXTERIOR HINGES. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND WAS APPROVED FOR RETURN TO SERVICE THIS DATE. -END- |
| | | | | | Jerry L. Arnold<br>IA- 2109176 |
| 12-18-85 | | | TACH 1850.2<br>TT 1850.2 | | REMOVED AND INSTALLED LEFT STROBE POWER SUPPLY P/N C622008-0102 & OPERATIONLY CHECKED OK. REMOVED & INSTALLED NEW FLAP MOTOR P/N C3C1002-0104 & OPERATIONLY CHECKED OK. REMOVED AND INSTALLED NEW AIRCRAFT SPEAKER P/N C5965/0-0101. REPAIR GROUND ON DUAL GEAR & STALL WARNING CONTROL BOX. INSTALLED NEW STALL WARNING DETECTOR P/N 130-4. TEST FLEW AND ADJUSTED DETECTOR. A&P 242278369. Paul Walla ← END → |

DEC-17, 1985 Removed defective

G-502A Directional Gyro. Replaced with
Unit overhauled by Castleberry Inst.
Same make and model. System ✓ OK.
G-502A, S/N-98525G
Cessna 177 Larry R. Clinton
N53073

FOR, CAROWINGS AVIONICS, CRS 5361
BRYANT FIELD, ROCK HILL, S.C. 29731

Authorized Signature [signature]

05/05/86 Tach 1917-1 - Removed, repaired & reinstalled
RT385A S/N 5953 - Op. Ck'd OK. Ref. W.O 33505
[signature] 2290601
Aero Serv. RDU CRS 5383

FAA No. E19-49

OWNER: G. STRATTON

**NORTHEASTERN AVIONICS, INC.**

BARNES MUNICIPAL AIRPORT
WESTFIELD, MASS. 01085

N53073

# SERVICEABLE TAG

MAKE ARC MODEL RT-385A

TYPE Nav/Comm SERIAL 5917

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

W O No. 13389 Date 11 Dec 29

Insp. _____ Cert. No. E79-49