

Cessna[®]



AIRCRAFT LOG #1
AND MAINTENANCE RECORD

N 7574V

SERIAL NO. 177020865

6.11 Ball due Aug 85

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



AIRCRAFT LOG

AND MAINTENANCE RECORD

Record of Cessna 177R 177R10865 N7574V
Make Model Serial Certificate

With Engine Lycoming TD-360-A1B6D L-15317-51A
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	REMARKS
Date	Bearing error	Place	Signature		
1977	VOR 1	VOR 2		97	Enter here general data with reference to "Line" and "Periodic" inspections - Weight 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.
<p>9-21 PERFORMED 100 HR INSPECTION, REPLACED BOTH CABIN DOOR SEALS, GLUED BAGGAGE DOOR SEAL WHERE MOOSE ADJUSTED VACUUM SETTING, ADJUSTED LEFT & RIGHT FUEL QUANTITY TRANSMITTERS, REPAIRED BOTH FUEL CAPS, REPLACED SHARC-7 ELT WITH NEW ONE EQUIPPED WITH MAGNESIUM BATTERYS. A.D. 76-14-08 PREV. C/W. REPLACED R.M.L.G. TIRES & BRAKE PUCKS, BOTH WHEELS. PERFORMED L.G. RETRACTION TEST SATISFACTORY. ALL CONTROLS & ELECTRICAL SYSTEM CHECKED SATISFACTORY. REPLACED OIL PRESSURE TRANSDUCER & GAUGE (ELT S/N 136105 INSTALLED. BATTERY DUE DATE 7-80) ALL AD'S THRU 77-18-05 CHECKED FOR COMPLIANCE NONE APPLICABLE THIS DATE EXCEPT 76-14-08 PCW. AIRCRAFT FLIGHT TESTED SATISFACTORY. TOTAL TIME AIRFRAME 288.4 HR</p>					
<p>I HEREBY CERTIFY THAT THIS AIRCRAFT-ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A 100-HOUR INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. TACHOMETER READING 288.4</p>			<p>I CERTIFY THIS AIRCRAFT HAS COMPLETED AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION</p>		
<p>A & P NAME M. T. SIRECI</p>			<p>M. E. SUGAR I A 1791958</p>		
<p>NUMBER 1765782</p>			<p>TOTAL TIME A/C 288.4</p>		
<p>DATE 9-21-77</p>			<p>9-21-77</p>		

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place		
			19 <u>79</u>	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
			DEC 26, 1979	TACH READS 479.0 T.T. AIC 479.1 PLACED AIC ON JACKS RETRACTED LANDING GEAR GEAR MOTOR DOES NOT SHUT OFF FOUND. BAD HYD. PRESS SWITCH. REPLACED SWITCH. REPLACED ALL BRAKE LINES. REPACKED ALL WHEEL BEARINGS. INSTALLED KIT SK 177-370 OIL PRESS. GAGE MODIFICATION. REPLACED EGT PROBE REPLACED LINES FUEL TRANSMITTER. REPLACED VAC. SUCTION AND PRESS. FILTERS. OVERHAULED TURN COORDINATOR INSTALLED NEW BRACKETT AIR FILTER ASSEMBLY REPAIRED GROUND WIRE TO TAXI LIGHT! LUBED ALL EXTERIOR CONTROL SURFACES
				I HEREBY CERTIFY THIS AIRCRAFT HAS COMPLETED AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION M. E. Myra IA 1791958
			12-28-79	TACH 480.8 INSTALLED OIL D TURN COORDINATOR THIS DATE M. E. Myra AP 1791958

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
2/2/50 3/3/50	TOTAL TIME 574.3 Change of all B. hole linings + changed right main frame						
			Ralph Picavill			2264237	
0-80	HA 623	TAGN	INSTALLED REBUILD DIRECTIONAL Awb REBUILD ART. NORZ. Lang Laema Airframe Inspectors				Cyrus 1/4 05805 5/2 34377F
							Sky Harbor Air Service, Inc. Certified F.A.A. Repair Sta. #3018 Epney Airfield, Omaha, NE 68119 Details of work performed are on file under W/O # 18957

PLEASE 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
Bearing error	Place	Signature		
VOR 1	VOR 2		1980	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 enforcement of a certificated mechanic, and his rating and certificate number must be shown.
			TACH READS 650.0	REPLACED EXHAUST BATTERY BATT DUE FEB 1983 PLACED A/C ON JACKS RETRACTED GEAR. SERVICED BATTERY AND HYDRAULIC RESERVOIR. LUBED GEAR SERVICED NOSE STRUT LUBED FLAPS BIRD BRAKES M.E. Myers AP1791958
			APRIL 11, 1980 TACH READS 667.5	REPLACED SPINNER ASSY AND SPINNER BULKHEAD ASSY THIS DATE M.E. Myers AP1791958
			MAY 2, 1980 TACH READS 728.3	ADJUSTED FLAPS INSTALLED PARKING BRAKE HANDLE RESEALING RIVET AND FULL CELL M.E. Myers AP1791958

AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
DAY	Hour	Place	19__	Enter here general data with reference to "Life" and "Periodic" inspections - major and changes in propeller or engine - as outlined in the front of this book, under the heading "Inspection". ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number.
			10/21/81	REPLACED NOSE WHEEL HALTER REPLACED NOSE GEAR LOWER STRUT R. F. Schuchman
			11/19/81	TACH READS 1110.5 PLACED A/C ON JACKS RETRACTED GEAR ADJUSTED GEAR (NOSE) LOCK. REPLACED CABIN DOOR SEALS @ 110 SMEUNYEN AP1791550
			1/20/82	INSTALLED OVERHAULED DIRECTIONAL GYRO. SYS. WAS FUNCTIONALLY TESTED
				 RFP 146469374 IA

The Aircraft Component identified on the reverse side of this report is accurate with Federal Aviation Regulations and was found in accordance with the requirements of the report. Order No. and Serial No. under customer's Order No. and Serial No. Reported and inspected in accordance with the regulations and was found in accordance with the requirements of the report. Order No. and Serial No. under customer's Order No. and Serial No.

LECTRIC, INC
Laura
nsas 67211

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
82							
<p>SAV 2 1932 TACH READS 11813 INSTALLED NEW AUEL TRANSMITTER THIS DATE PW C668000- 0102</p>							
<p>10/18/82 1376.5 HOURS 401791958</p>							
<p>A7-1376.5</p>							
<p>AD76-7-12 Bendix Switches 40 par 1-a-c due 1476.5</p>							
<p>Replaced ELT Batt New Batt date Aug. 83 unit Test OK</p>							
<p>Tach indicated 1376.5 Hours. Date 10/13/82 A/C Jacked & Gear Retraction Satisfactory</p>							
<p>I certify that this powerplant/airframe has been inspected in accordance with a 100HR inspection and was determined to be in airworthy condition.</p>							
<p>ID conformity checked through card No. 82-20</p>							
<p>JK Forester A-7 474913</p>							

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

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Warranty Data—Must be completed when returning unit

2. Limited warranty period—pink card, 6 months - 100 hours.
 3. Distributor must complete and return showing date unit sold to dealer and name of dealer.
 4. Dealer must complete and return with install date and owner.
 5. Keep aircraft copy in aircraft after installation of unit.
 6. Complete reverse side of aircraft copy when requesting warranty for faulty unit.
- RETURN THIS COPY WITH UNIT.

Tach Indicated 1376.5 Hours. Date 10/15/82

I certify that this powerplant/airframe has been inspected in accordance with a Annual inspection and was determined to be in airworthy condition.
*In conformity checked through card No. 82-20

Change Discharge A1 152565900

7/13/83 Tach 1523.1 Removed Alternator Replaced A/B PN 315 SN 1120585
Run up & test out OK
JX Tested A+P474913

ELECTRIC,
Laura
nsas 6721

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
HENRY WEBER AIRCRAFT DISTRIBUTORS, INC. LANCASTER AIRPORT, R D 3			LITITZ, PENNA.				
DATE	10/8/83		<p>76 AD 76 07 12. Repair nose gear doors as required. Adjust stabilator top travel stop. Replaced one landing lite wire, right brake cylinder O-ring, all brake linings, NLC door link grommet, right fuel cap, vacuum relief valve filter, central gyro filter, landing lite bulb, shimmy damped seals, and elevator trim tab rod aft attach bolt. Dress + paint prop. Placard fuel tanks.</p> <p style="text-align: center;">End</p>				
Details of this work order are on file under	No. 6492						
Inspector	Thomas W. Lyons 173018624						
AIRCRAFT	1539.6	ENGINE	1539.6	ENGINE			
<p>I CERTIFY THAT THIS AIRCRAFT ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A (AN) 100 HR. ANNUAL INSPECTION AND DETERMINED TO BE IN AN AIRWORTHY CONDITION.</p> <p style="text-align: center;">REVISION</p>							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

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AIRCRAFT LOG

FOR Receiver operation checked in accordance with FAR 91.25			DATE	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		19__	
<p>I certify that altimeter & static system tests required by FAR Part 91.171 have been performed. The altimeter has been tested to <u>20,000</u> feet. W.O. # <u>6492</u>.</p> <p>Date <u>10/18/83</u> <u>3/N C121082</u></p> <p style="text-align: center;"><i>Thomas R. Davis</i> Inspector</p>				<p style="text-align: center;">LANCASTER AVIATION, INC.</p> <p style="text-align: center; font-size: small;">RD #3, 11112, PA 1730</p> <p style="text-align: center; font-size: x-large; font-weight: bold;">ARC</p> <p style="text-align: center; font-size: small;">CRS 161-4 <u>3/N</u></p> <p style="text-align: center; font-size: x-large; font-weight: bold;">R1359A</p> <p style="text-align: center; font-size: x-large; font-weight: bold;">7333</p> <p style="font-size: x-small;">The transponder installed in this aircraft has been tested in accordance with FAR 91.172 and FAR 43, appendix F.</p> <p style="text-align: center;"><i>Thomas R. Davis</i> 10-18-83 BY DATE</p>
<p>Henry Weber Aircraft Distributors, Inc. FAA Repair Sta. No. 110-2</p>				
<p>November 11, 1983 Tach time 1542.3 hrs. Installed two new hydraulic lines at the brake cylinders on the main gear. Bled the brakes and serviced the reservoirs. Installed new diaphragm in the compass and serviced with fluid. Thomas R. Davis AEP#173428608.</p>				
<p>15 MARCH 84 Tach Time 1575.9 Installed two new 15-600x6-bply tires. Installed one new brake lining on left main brake assembly. Serviced nose strut to 31 psi. Thomas R. Davis AEP253661480</p>				

ELECTRIC,
Laura
6721

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
26 MAR 84	Removed #1 VOR	165 IND P/N	IN-525B S/N 1975	2		2	Installed All O.H. unit of same P/N - S/N 1331 - Ramp check Good BALTO AVIONICS CO BALTIMORE MD. 21240 <i>[Signature]</i> CRS-121-22
12 SEPT 1984	Removed #2 VOR	165 IND P/N	IN-514B S/N 3689	2		2	AND INST O.H. UNIT OF SAME P/N S/N 3030. Ramp checks good. BALTIMORE AVIONICS CO P.O. BOX 18314 BALD AP BALTO, MD 21240 <i>[Signature]</i> CRS-121-22

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

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AIRCRAFT LOG

VOR Receiver operating checked in accordance with FAR 91.25				DATE	REMARKS
(alt)	Bearing error	Place	Signature	19__	Enter here general data with reference to "Log" and "Particulars" 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.
3-26 24	080	080	BWI-82 S P Gay	1984	October 9, 1984 Tach time 1623.4 hrs.
3-26 24	262	260	BWI-262 S P Gay		Performed a 100 hr inspection on the airframe. Checked all lights, controls, battery, and electrical systems. Installed stroke power pack on right wing tip. Installed new gear warning micro switch at the throttle and adjusted. Adjusted the right fuselage fuel drain cable - Works fine. Replaced rusty hardware as needed. Tightened the left stabilizer attach bolt and nut and recapped. Bolt had play in it. Re-placed the velcro strips on the rear cabin plastic panel. Repositioned fuel line from fuel selector and wrapped with rubber chafe tape to keep rudder cable from chafing on the line. Installed a new foam vacuum filter. Installed a new inner hub assembly on the right main wheels. Installed new chrome brake disc on the main wheels. Cleared the landing gear and all wheel parts. Inspected and repacked all the wheel bearings. Inspected the brake reservoir and the landing gear reservoir. Greased the landing gear. Lubricated the entire airframe as required. Thomas H. Mahala AEP#123428608.
Annual	Tach: 1623.4	9 Oct. 84	Gulbert G. Raith AEP 1169441 (IA)		Current AD Note listing rear of this log book.

LECTRI
Laura
1985 67

AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE
					HOURS	10THS	
Sept. 18 85							
ALTIMETER CERTIFICATION I certify that the Altimeter, Static System, & Altitude Reporting tests required by FAR 91.171 have been performed. The altimeter was tested to <u>20,000</u> feet on <u>Sept. 18, 1985</u> . By: <u>[Signature]</u> BALTIMORE AVIONICS CRS 121-22							
TRANSPONDER CERTIFICATION I certify that the transponder tests required by FAR 91.172 have been performed. The test date: <u>Sept. 18, 1985</u> . By: <u>[Signature]</u> BALTIMORE AVIONICS CRS 121-22							
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 Enter here general data with reference to "Line" and "Periodic" inspections - Major 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			19__

October 15, 1985 Tach time 1702.0

I VERIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A	ANNUAL INSPECTION	AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION	DATE	TACH-1702.0	SIGNED	CURRENT AD Note 15th rear of this logbook
	Annual		15 Oct. 85		Robert E. Ray	
					A + P 11694-H (IA)	

Performed a 100hr inspection on the airframe. Checked all lights, controls, battery and electrical systems. Cleared fuel tank vent line for left tank. Was obstructed with dirt. Cleared both ground connections for inst panel lights. All work fine. Ty-unwrapped cable and wire under cabin floor. Was pulling on control cable. Replaced rusty screws where needed. Re-glued baggage door seal where loose. Cleaned mud/dirt from vent from battery vent line. Complied with AD 76-07-12 Bondex mag switch. Checked ok on swirp. Installed a new Goodyear 5000 x 5 Goly tire on the nose gear. Cleaned the landing gear and all wheel parts. Inspected and repacked the wheel bearings. Serviced the hydraulic reservoirs. Serviced the landing gear hydraulic reservoirs. Lubricated the entire airframe as required. Greased and lubricated all landing gear lubrication points. Thomas H. Mosbold AEP#173428608.

100/100 20° 6° BwI S.P. Gay

the Aircraft
and inspected
found airworthy
file at this Agency
Work Order No.
Service Bulletin Acco
ELECTRIC, INC
Laura
Kansas 67211

FOR INSTA
M WILL B
CRAFT B
APPLICAB
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S. TEST
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INSPEC



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

CESSNA AIRCRAFT COMPANY | WICHITA, KANSAS

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