



Transport
Canada

Transports
Canada

TP 14089
(07/2003)

C-GTLR

**AIRCRAFT
JOURNEY
LOG**

**CARNET
DE ROUTE
D'AÉRONEF**

TC-1000110



Canada



Transport
Canada

Transports
Canada

**AIRCRAFT
JOURNEY
LOG**

**CARNET
DE ROUTE
D'AÉRONEF**

FLIGHT RECORD

DOSSIER DE VOL

Date	Crew - Equipage Pilot / Copilot Pilote / Copilote	Journey - Route		Record of time - Fiche de temps				TTSN**	Other - Autre		
		From De	To A	Up Décollage	Down Atterissage	Air time Temps-air					
JUL 27 2012							2529.0				

August 24, 2012 C-GTLR Cessna 177 RG S/N: 177RG1080 2529.0 hrs TTIS W/O: 12-135

- Aircraft has been imported from USA in flight condition without C of A for export and inspected to meet requirements of Transport Canada Importation Procedures MSI 26.
- Aircraft has been found in accordance with Cessna Aircraft Company TC A20CE
- Engine, propeller and components do meet their own Type Certificate and Serial No. has been found in conformity with each appropriate log book.
- US registration marks N177LR removed and Canadian marks C-GTLR installed on both sides of fuselage as per CAR 222.01 (1) (2)
- Annual inspection carried out in accordance with CAR 625.86 App.B Part 1 and App.C.
- Compression check : 1-70, 2-70, 3-74, 4-74/80
- Oil and filter changed.
- Old oil filter removed, opened for inspection and no contamination found.
- New oil filter Champion P/N : CH48103-1 installed.
- Engine serviced with Aeroshell W15W50 oil.
- Replaced induction air filter element with new Brackett P/N: BA-5705.
- Replaced outlet duct coupling P/N: 77-6400021 on turbo compressor.
- Prop bolt torque checked and safety locked.
- Tighten loose bolt on fuel servo-mixture control.
- Replaced collapsed flexible breather tube on Air-Oil Separator system.
- Replaced aeroduct hoses in engine compartment as required.
- Engine ground run up carried out and all operations found normal, no oil leaks were found.
- Tachometer Accuracy Check carried out and found within limits +/- 4%.
- Replaced worn hinges P/N: 2052009-1&-2, 2052008-1 & -2 and installed new hardware, bolts, spacers bearings on both engine cowl flaps.
- Metal repairs completed worn bolts, bearings and bushings on nose gear doors.
- Replaced broken spring P/N: 0523616-1 on mooring rings-both wings.
- Replaced gyros central filter with new P/N: AAD9-18-1 filter. **Next replacement due at 3029.0 hrs.**
- Removed Bonzer Mini Mark Radar Altimeter equipments. W&B and Equip List Amendment No.12 completed.
- Filiform corrosion removed from wing carry thru spar inside cabin and treated with alodine.
- Troubleshoot failure of landing gear system, finding damaged electrical wires and connectors between NLG switch and firewall and repaired as required.
- Repaired one damaged flexible hose P/N: S2178-4-015A on nose gear actuator.
- Replaced cracked LH & RH liners P/N: 2012070-5 & -6 located in center cabin MLG tunnel.
- Gear retraction test carried out, retract and extend gear through several cycles and system found normal.
- Repaired damaged flexible hose P/N: S1810-600 on brake cylinder- RH wheel.
- Replaced cracked Root Rib-RH P/N: 1713053-4 installed on Front Doorpost Bulkhead Assy.
- Removed rudder assy to replace worn bolts and bushings and reinstalled.
- Removed stabilator assy to replaced worn bearings P/N: MS27641-6 on LH & RH fitting pivot mounts and reinstalled.
- Fuel quantity accuracy check carried out.
- All work performed IAW Cessna 177RG Series 1976-1978 Service Manual
- All flight controls has been verified and found in conformity with Cessna Aircraft Company TC A20CE
- Misc.placards have been verified and installed in accordance with Cessna Aircraft Company TC A20CE Rev 22 dated January 9, 2012 and Cessna Cardinal Model 177 RG Pilot's Operating Handbook.
- New Fire extinguisher installed.
- New First Aid Kit installed in aircraft as per CAR 624.39.
- W & B and Equip List revised and amendment No.12 completed.
- All other defects covered under Aviation R.Goulet Inc W/O No. 12-135
- Compass swing checked and new deviation card installed in aircraft.

For : N | 30 | 60 | E | 120 | 150 | S | 210 | 240 | W | 300 | 330 |
Steer : | 01 | 31 | 61 | 90 | 122 | 151 | 179 | 209 | 238 | 271 | 301 | 331 |

Maintenance

Defects / Défectuosités

Rectification

Signature: *B. Goulet* M206135

TRANSCRIBED FROM US LOG N177LR

- All AD's were verified and regards to the Airframe, Engine, Prop.
- AWD's checked at this inspection :
- Aircraft**
- CF-90-03 R2 Exhaust Type Cabin Heater Inspection C/O and no evidence of cracks or pinholes were found **Next insp. due at 2679.0hrs or Aug. 2013**
- 2011-10-09 (100 hrs/12m) Seat Locking Mechanism Insp.C/O for wear, dimensions and cracks and found within limits. **Next insp. due at 2629.0 hrs or Aug. 2013**
- 70-24-04 Fuel Shut-Off Valve (N/A by A/C model)
- 71-01-03 Cracks in Stab.Attachment Angle (N/A by A/C model)
- 71-24-04 Flexible Hoses In Engine Compartment.(N/A by aircraft model)
- 79-10-14R1 Fuel Tank Venting (N/A by model)
- 96-12-22 Oil Filter Adapter (N/A not installed)
- 2006-03-08 Aero Advantage Vacuum Pump (N/A not installed)
- 2009-0278 SICLI Fire Extinguisher H1-10 (N/A not installed)
- 2010-04-16 SICLI Fire Extinguisher H1-10 (N/A not installed)
- Engine**
- CF-90-03 R2 Exhaust Type Cabin Heater Inspection C/O and no evidence of cracks or pinholes were found **Next insp. due at 2679.0hrs or Aug. 2013**
- 2009-26-12 ECI Cylinder series Titan (N/A not installed)
- F-2005-023 (F-2001-139R1) Engine O/H by Provence Aero Maintenance (N/A no O/H was done by Provence Aero)
- CF-2005-40 Non-Conformance of Maintenance on Piston Engines (N/A no service was done by B.C.Aero Engines Ltd)
- 2011-26-04 (100 hrs) Lyc.Fuel Injector Lines & Clamps Inspection C/O and no evidence of damage or fuel stain found and no fault found on support clamps. **Next insp. due at 2629.0 hrs**
- 2012-03-06 Fuel Servo Diaphragm (N/A by parts installed)
- Propeller**
- 91-15-04 Prop Blade (N/A by hub model)
- Appliances**
- 93-11-11 Lyc Fuel Pump LW15473 (N/A by pump S/N)
- 84-26-02 Paper Induction Air Filter (N/A not installed.)
- 96-09-06 Brackett Air Filter Gasket Failure (C/W new P/N:BA-5110 Rev H installed)
- 2002-26-03 Brackett Air Filter (N/A on BA-5110 installed)
- 98-21-21R1 Bob Fields Aerocessories STC (N/A not installed)
- 87-17-06 AM-Safe Inc Safety Belt (N/A by P/N installed)
- 80-25-07 R1 Oil Cooler-Lost of Eng.Oil (N/A by model)
- 2001-23-17 Garmin GNS 430 (N/A not installed)
- 2005-25-08 Shadin ADC-2000 Air Data Equipment (N/A not installed)
- 2008-0183 Transponder Funkwerk Avionics (N/A not installed)

Dual Inspection of Aircraft Flight and Powerplant Controls.
I have conducted an inspection for conformance to the type of the FLIGHT, ENG. controls that were affected by the work accomplished

B. Goulet
Sébastien Drolet M730823

- The maintenance described above has been performed in accordance with the applicable standards of airworthiness.
- Aircraft is subject to satisfactory test flight.

Date : Aug. 24, 2012 Signed : *B. Goulet* M 206135
Aviation R.Goulet Inc.

15	(Brought forward) (Reporté)	Next scheduled maintenance: Prochaine maintenance planifiée:	Due: Échéance:	(hr / cycles / date)* (h / cycles / date)*	16	Next so Prochaine
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*Delete where inapplicable — Supprimer si ce n'est pas applicable

**Total time since new — Temps total depuis neuf

FLIGHT RECORD

DOSSIER DE VOL

Date	Crew - Équipage Pilot / Copilot Pilote / Copilote	Journey - Route		Record of time - Fiche de temps				Other - Autre		Maintenance		Signature
		From De	To A	Up Décollage	Down Atterissage	Air time Temps-air	TTSN**			Defects Défectuosités	Rectification	
Totals brought forward Totaux reportés								2529,0				
2/08/20	J. Demet / V. J. Lesiak	CZOM	Local	13:30	13:41	0,2	2529,2					J. Demet 910412
2/08/20	J. Demet / V. J. Lesiak	CZOM	CYSC	13:49	14:04	0,3	2529,5					J. Demet CA904967
2/08/20	J. Demet / V. J. Lesiak	CZOM	CYSC	13:49	14:04	0,3	2529,5					J. Demet CA904967
2/09/20	J. Demet / J. J. Lesiak	CYSC	Local	13:45	14:40	0,9	2530,4					J. Demet CA904967
12/09/20	J. Demet / V. J. Lesiak	CYS	CYUL	09:35	10:19	0,7	2531,1					J. Demet CA904967
Bon de travail → 042168								Immatriculation → C-GTLR				
Date → 10 septembre 2012								Modèle → Cessna 177RG				
								Numéro de série → 177RG1080				
Réparé le connecteur du moteur de roulis. Le système de pilotage automatique a été vérifié sur l'avion et son fonctionnement est normal.												
<p>Les travaux de maintenance décrits ci-haut ont été exécutés conformément aux normes de navigabilité applicables. Airnav Électronique Ltée, OMA 3-84, 9325 ave Ryan, suite 200, Dorval (Qc) H9P 1A2 (S14) 631-1233</p> <p>Louis Caron licence M729991</p>												
2/09/20	J. Demet / V. J. Lesiak	CYUL	CYSC	14:56	15:32	0,6	2531,7					J. Demet CA904967
2/09/20	J. Demet / V. J. Lesiak	CYSC	Local	18:09	19:21	1,2	2552,9					J. Demet CA904967
13/09/20	J. Demet / V. J. Lesiak	CYSC	Local	18:14	21:03	2,8	2535,7					J. Demet CA904967
14/09/20	J. Demet / J. J. Lesiak	CYSC	Local	13:24	14:46	1,4	2537,1					J. Demet CA904967
17/09/20	J. Demet / J. J. Lesiak	CYSC	Local	13:15	14:35	1,3	2538,4					J. Demet CA904967
21/09/20	J. Demet / J. J. Lesiak	CYSC	Local	12:59	13:36	0,6	2539,0					J. Demet CA904967
24/09/20	J. Demet / J. J. Lesiak	CYSC	Local	13:15	14:22	1,1	2540,1					J. Demet CA904967
2/10/20	V. J. Lesiak	CYSC	CZBM	9:30	10:55	0,4	2540,5					J. Demet 910412
12/10/20	J. J. Lesiak / J. Demet	CZBM	CZBM	11:45	13:20	1,6	2542,1					J. Demet CA136246
12/10/20	V. J. Lesiak	CZBM	Local	15:00	15:15	0,3	2542,4					J. Demet 910412
20/10/20		CZBM	CYML			1,5	2543,9					J. Demet 910412
		CYML	CZBM			1,3	2545,2					J. Demet 910412

15 (Brought forward) (Reporté) → Next scheduled maintenance: Prochaine maintenance planifiée: 2629,0 Due: Échéance: (hr / cycles / date)* (h / cycles / date)*

Next scheduled maintenance: Prochaine maintenance planifiée: Due: Échéance: (hr / cycles / date)* (h / cycles / date)* (Carry forward) (Reporter) →

*Delete where inapplicable — Supprimer si ce n'est pas applicable **Total time since new — Temps total depuis neuf

FLIGHT RECORD

DOSSIER DE VOL

Date 1 2 3 4 5 6 7 8 9 10	Crew - Équipage Pilot / Copilot Pilote / Copilote	Journey - Route		Record of time - Fiche de temps				TTSN**	Other - Autre
		From De	To A	Up Décollage	Down Atterissage	Air time Temps-air			
13/06/16	S. RIGLESINS / V. Iulesiss	CYSC	Local	10:45	11:26	0:6	2570.6		
13/06/16	V. Iulesiss / L. Iulesiss	CYSC	CSS3	11:00	11:45	0:8	2572.0		
13/06/16	V. Iulesiss / L. Iulesiss	CYSC	CSS3	20:45	21:30	0:8	2592.8		
13/06/16	V. Iulesiss / V. Iulesiss	CYSC	CZBM	10:00	10:30	0:5	2593.3		
13/06/16	V. Iulesiss / V. Iulesiss	CZBM	CYSC	11:00	11:30	0:5	2593.8		
13/06/16	V. Iulesiss / S. Farmer	CYSC	CYXK	09:30	11:20	1:8	2595.6		
13/06/16	V. Iulesiss / S. Farmer	CYXK	CYSC	12:30	14:20	1:8	2597.4		
13/06/16	V. Iulesiss / L. Iulesiss	CYSC	CYXK	10:00	13:00	3:0	2580.4		
13/06/16	V. Iulesiss / S. Iulesiss	CYXK	CYGR	14:00	14:30	0:5	2580.9		
13/06/16	V. Iulesiss / L. Iulesiss	CYGR	CYSC	14:30	18:00	3:5	2584.4		
13/06/16	V. Iulesiss / L. Iulesiss	CYSC	CZBM	15:00	15:30	0:5	2584.9		

Sept 06, 2013 C-GTLR Cessna 177 RG S/N : 177RG1080 2584.9 hrs TTIS W/O: 13-170
 -Annual inspection carried out in accordance with CAR 625.86 App.B Part 1 and App.C.
 -Compression check: 1-72, 2-70, 3-75, 4-72/80
 -Oil and filter changed.
 -Old oil filter removed, opened for inspection and no contamination found.
 -New oil filter Tempest P/N: AA48103-2 installed.
 -Engine serviced with Aeroshell W15W50 oil.
 -Replaced induction air filter element with new Brackett P/N: BA-5705.
 -Cylinder #2 s/n: AM2912 removed & reinstalled after repaired by Aéro Atelier CM inc.
 -Cylinder #4 removed & reinstalled for replacement of 2 base studs p/n: SL50-15 and 4 base studs p/n: SL38-13.
 -Replaced faulty seals on fuel injectors.
 -Repaired right "P" lead connection on dual magneto.
 -Replaced turbo compressor P/N: 465292-9001 s/n: TIP0155P00-00 by an overhauled unit s/n: HAR0122 by Kelly Aerospace.
 -Manifold pressure adjusted on pressure controller.
 -Maximum RPM adjusted on prop governor.
 -Engine ground run up carried out and all operations found normal, no oil leaks were found.
 -Replaced aeroduct on cabin heat muff. outlet in engine compartment.
 -Removed / reinstalled nose gear strut and retraction linkage for parts painting, seal kit replacement, bushing p/n: NAS77-8-035 and ring support p/n: 1243626-1 replacement.
 -Removed / reinstalled left main gear down lock actuator for internal "o" rings replacement.
 -Replaced left and right main wheel tires 15-6.00 X 6 p/n: 301-249-420 and tubes p/n: 302-246-401.
 -Main wheels bearings cleaned and repacked with grease.
 -Gear retraction test carried out, retract and extend gear through several cycles and system found normal.
 -Bird nest removed in tail cone.
 -Inspected Garmin nav/com/gps 500w series as per ICA doc. No. 190-00357-65 para. 2.5.
 -Replaced all tail static wicks p/n: SW10-96.
 -Rear window resealed.

13/09/16	V. Iulesiss	CZBM/CYSC	16:00	16:30	0:5	2585.4		
(Brought forward)	Next scheduled maintenance:		Due:		(hr / cycles / date)			
(Reporté)	Prochaine maintenance planifiée:		Échéance:		(h / cycles / date)			

Defects Défectuosités	Rectification	Signature
		S. Riglesins PA236210
		V. Iulesiss PA236210
		V. Iulesiss 91042
		V. Iulesiss 91042
		S. Riglesins PA236210
		V. Iulesiss PA236210
		V. Iulesiss 91042
		V. Iulesiss 91042
		V. Iulesiss 91042
		V. Iulesiss 91042

-Flap lever pivot hardware tightened.
 -Fuel valve cover p/n: K2016035-2 and associated placards replaced with new items.
 -Instrument covers p/n: K1713380-1 & p/n: K1713382-3 plus associated placards replaced with new items.
 -Fuel quantity accuracy check carried out.
 -Fire extinguisher inspected.
 -First Aid Kit inspected.
 -ELT Narco 10 s/n: C11964 removed & reinstalled for annual certifi. Next due at Aug.2014. Batt. due at Aug. 2015.
 -All other defects covered under Aviation R.Goulet Inc W/O No. 13-170
 -Compass swing checked and new deviation card installed in aircraft.
 For: | N | 30 | 60 | E | 120 | 150 | S | 210 | 240 | W | 300 | 330 |
 Steer: | 01 | 31 | 61 | 90 | 122 | 151 | 179 | 209 | 238 | 271 | 301 | 331 |
 -AWD's checked at this inspection:
 -CF-90-03 R2 Exhaust Type Cabin Heater Inspection C/O and no evidence of cracks or pinholes were found
Next insp. due at 2734.9hrs or Sept. 2014
 -2011-10-09 (100 hrs/12m) Seat Locking Mechanism Insp.C/O for wear, dimensions and cracks and found within limits. **Next insp. due at 2684.9 hrs or Sept. 2014**
 -2011-26-04 (100 hrs) Lye.Fuel Injector Lines & Clamps Inspection C/O and no evidence of damage or fuel stain found and no fault found on support clamps. **Next insp. due at 2684.9 hrs**
 -2012-19-01 Crankshaft failure (N/A previously comply with Ad 2006-20-09).
 I have conducted an inspection for conformance to the type of the prop governor control that was affected by the work accomplished as a dual Inspection.
 Sébastien Drolet M730823
 -The maintenance described above has been performed in accordance with the applicable standards of airworthiness.
 -Aircraft is subject to a satisfactory test flight.
 Dated : Sept.06, 2013 Signed : *S. Drolet* M 383496
 Aviation R.Goulet Inc.

Next scheduled maintenance:		Due:		(hr / cycles / date)			
Prochaine maintenance planifiée:		Échéance:		(h / cycles / date)			

*Delete where inapplicable — Supprimer si ce n'est pas applicable
 **Total time since new — Temps total depuis neu

FLIGHT RECORD

DOSSIER DE VOL

Date	Crew - Équipage	Journey - Route	Record of time - Fiche de temps				Other - Autre	
	Pilot / Copilot Pilote / Copilote	From De	To À	Up Décollage	Down Atterissage	Air time Temps-air	TTSN**	

Totals brought forward / Totaux reportés → 2585,4

13/09/13 V. J. J. / R. L. L. / C. S. C. (ZBM 9:00h - 10:00h) 1,0 2586,4

Sept 16, 2013 C-GTLR Cessna 177 RG S/N : 177RG1080 2586.4 hrs TTIS W/O: 13-218

- Nose Oleo serviced.
- Troubleshoot oil leak. Turbo inlet hose re-tightened and oil cooler fwd fitting re-tightened.
- R/H cowl flap adjusted.
- Propeller governor stop adjusted for Max RPM.
- 2 bolts re-tightened on engine rear case.

-The maintenance described above has been performed in accordance with the applicable standards of airworthiness.

-Aircraft is subject to a satisfactory test flight.

Dated :Sept.16, 2013

Signed :

M730823

Aviation R.Goulet Inc.

13/09/20	V. J. J. / R. L. L. / C. S. C.	ZBM	C. S. C.	12:00h	12:30h	0,5	2586,9	
13/09/20	R. J. J. / S. J. J. / C. S. C.	local	C. S. C.	11:00	11:45	0,7	2582,6	
13/09/20	V. J. J. / V. J. J. / C. S. C.	C. Y. R. I.	C. Y. R. I.	11:45	13:00	1,3	2588,9	
13/09/20	V. J. J. / V. J. J. / C. Y. R. I.	C. Y. R. I.	C. Y. R. I.	16:00	17:15	1,3	2590,2	
13/09/20	V. J. J. / V. J. J. / C. S. C.	local	C. S. C.	14:00	15:05	1	2591,3	

Nov. 04, 2013 C-GTLR Cessna 177 RG S/N : 177RG1080 2591.3 hrs TTIS W/O: 13-248

- Annual inspection carried out in accordance with CAR 625.86 App.B Part 1 and App.C.
- Compression check: 1-73, 2-70, 3-74, 4-74/80
- Filter changed.
- Old oil filter removed, opened for inspection and no contamination found.
- New oil filter Tempest P/N: AA48103-2 installed.
- Nav1-2 switch wire repaired.
- Oil cooler seal re-positioned correctly.
- JPI oil temp sensor tested and found serviceable.
- Idle and idle mixture adjusted.
- Nose Oleo height adjusted.
- Nipple installed on starter solenoid.
- Engine ground run up carried out and all operations found normal, no oil leaks were found.
- Gear retraction test carried out, retract and extend gear through several cycles and system found normal.
- Fire extinguisher inspected.
- First Aid Kit inspected.

-Compass swing checked and new deviation card installed in aircraft.

For: |N|30|60|E|120|150|S|210|240|W|300|330|

Steer: |01|31|61|90|122|151|179|209|238|271|301|331|

-AWD's checked at this inspection:

-CF-90-03 R2 Exhaust Type Cabin Heater Inspection C/O and no evidence of cracks or pinholes were found

Next insp. due at 2741.3hrs or Nov. 2014

-2011-10-09 (100 hrs/12m) Seat Locking Mechanism Insp.C/O for wear, dimensions and cracks and found within limits. Next insp. due at 2691.3 hrs or Nov. 2014

-2011-26-04 (100 hrs) Lyc.Fuel Injector Lines & Clamps Inspection C/O and no evidence of damage or fuel stain found and no fault found on support clamps. Next insp. due at 2691.3 hrs

-The maintenance described above has been performed in accordance with the applicable standards of airworthiness.

Signed :

M730823

Aviation R.Goulet Inc.

Maintenance		Signature
Defects Défectuosités	Rectification	
		[Signature] 91042
		[Signature] 91042
		[Signature] 91042
		[Signature] 23624
		[Signature] 91042
		[Signature] 91042
		[Signature] 91042

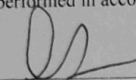
Next scheduled maintenance: Due: (hr / cycles / date)* (Carry forward)
Prochaine maintenance planifiée: Échéance: (h / cycles / date)* (Reporter)

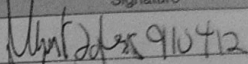
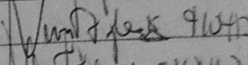
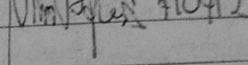
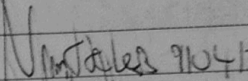
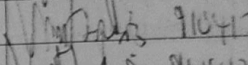
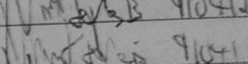
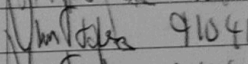
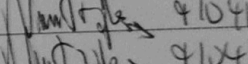
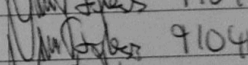
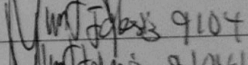
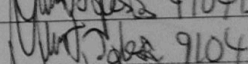
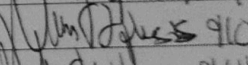
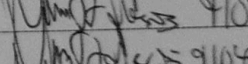
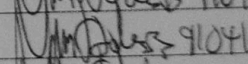
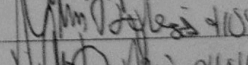
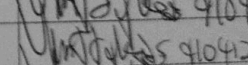
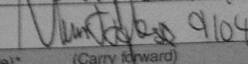
*De Dated :Nov.04, 2013

al depuis nev

FLIGHT RECORD

DOSSIER DE VOL

Date	Crew - Équipage	Journey - Route		Record of time - Fiche de temps				Other - Autre
		From De	To A	Up Décollage	Down Atterissage	Air time Temps-air	TTSN**	
13/11/04	Pilot / Copilot Pilote / Copilote							
	Totals brought forward Totaux reportés						2591,3	
13/11/04	V. Iqbal / S. Sullivan	CZBM	CYSC	18:00	18:30	0,5	2591,8	
13/11/04	V. Iqbal / S. Sullivan	CZBM	CYSC	12:00	13:00	0,5	2592,3	
Nov. 21, 2013 C-GTLR Cessna 177 RG S/N : 177RG1080 2592.3 hrs TTIS W/O: 13-274 -Aircraft battery charge up. -Nose oleo O-rings replaced and gear serviced. -Nose fwd gear door fork end replaced with new part. -Nose fwd gear door adjusted and gear swing c/out. -The maintenance described above has been performed in accordance with the applicable standards of airworthiness. Dated : Nov. 21, 2013 Signed :  M730823 Aviation R.Goulet Inc.								
13/11/25	V. Iqbal / S. Sullivan	CZBM	CYSC	13:00	13:30	0,5	2592,8	
14/02/08	V. Iqbal	CYSC	Local	11:00	12:00	1,0	2593,8	
14/03/09	V. Iqbal / S. Sullivan	CYSC	CYRQ	11:30	12:10	0,7	2594,5	
14/03/09	V. Iqbal / S. Sullivan	CYRQ	CYSC	15:00	15:30	0,5	2595,0	
14/05/11	V. Iqbal / S. Sullivan	CYSC	CYRI	12:30	14:00	1,5	2596,5	
14/05/12	V. Iqbal / S. Sullivan	CYRI	CYSC	14:00	15:30	1,5	2598,0	
14/05/13	V. Iqbal / S. Sullivan	CYSC	CYRI	08:00	09:30	1,5	2599,5	
14/05/13	V. Iqbal / S. Sullivan	CYRI	CYSC	18:00	19:30	1,5	2601,0	
14/05/13	V. Iqbal / S. Sullivan	CYSC	CSZ3	12:00	13:15	1,3	2602,3	
14/06/14	V. Iqbal / S. Sullivan	CSZ3	CYSC	18:30	19:45	1,3	2603,6	
14/06/14	V. Iqbal / S. Sullivan	CYSC	Local	11:00	11:45	0,8	2604,4	
14/07/15	V. Iqbal / S. Sullivan	CYSC	CYRI	13:30	15:00	1,5	2605,9	
14/07/08	V. Iqbal / S. Sullivan	CYRI	CYSC	20:00	20:30	1,5	2607,4	
14/07/11	V. Iqbal / S. Sullivan	CYSC	Local	18:00	18:20	0,3	2607,7	
14/07/16	V. Iqbal / S. Sullivan	CYSC	CYRQ	12:00	14:00	2,0	2609,7	
14/07/16	V. Iqbal / S. Sullivan	CYRQ	CYSC	14:50	15:30	0,7	2610,4	
14/07/22	V. Iqbal / S. Sullivan	CYSC	Local	11:30	15:30	3,5	2613,9	
14/09/17	V. Iqbal / S. Sullivan	CYSC	CSH2	12:00	13:00	1,0	2614,9	
14/09/17	V. Iqbal / S. Sullivan	CSH2	CYSC	20:00	21:00	1,0	2615,9	

Defects Défectuosités	Maintenance Rectification	Signature
		 910412
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(Brought forward) / (Reporté) Next scheduled maintenance: / Prochaine maintenance planifiée: Due: / Échéance: (hr / cycles / date) / (h / cycles / date)
 (Carry forward) / (Reporter)

Delete where inapplicable — Supprimer si ce n'est pas applicable **Total time since new — Temps total depuis né

FLIGHT RECORD

DOSSIER DE VOL

1 Date	2 Crew - Équipage Pilot / Copilot Pilote / Copilote	3 Journey - Route		5 Record of time - Fiche de temps				8 TTSN**	9	10 Other - Autre
		4 From De	4 To À	5 Up Décollage	6 Down Atterissage	7 Air time Temps-air	8			

Totals brought forward / Totaux reportés →

Nov. 18, 2015 C-GTLR Cessna 177 RG S/N: 177RG1080 2662.0hrs TTIS W/O: 15-241
 -Annual inspection carried out in accordance with CAR 625.86 App.B Part 1 and App.C.
 -Compression check: 1-73, 2-79, 3-74, 4-78/80
 -Eng. serviced with Aeroshell W15W50 detergent oil.
 -Old oil filter removed, opened for inspection and no contamination found.
 -New oil filter Tempest P/N: AA48103-2 installed.
 -New air filter element p/n: BA-5705 installed.
 -Spark plug serviced.
 -GNS 530 inspected as per document no. 190-00357-65 rev. A.
 -Clock (P/N: UKN S/N: 1332) replaced by Davtron clock (P/N:M800-14B S/N: D36450).
 -Gloves box plastic cover replaced with new part (P/N:K1713377-1).
 -Pedestal plastic cover replaced with new part (P/N:K2013065-1).
 -R/H wing fuel drain replaced (P/N: F-391-82).
 -Engine ground run up carried out and all operations found normal, no oil leaks were found.
 -Gear retraction test carried out, retract and extend gear through several cycles and system found normal.
 -Fire extinguisher inspected.
 -First Aid Kit inspected.
 -Compass swing checked.
 For: N 130 | 60 | E 120 | 150 | S 210 | 240 | W 300 | 330
 Steer: 01 | 31 | 61 | 90 | 122 | 151 | 179 | 209 | 238 | 271 | 301 | 331
 -ELT Narco 10 s/n: C11964 removed & reinstalled for annual insp. **Next due at Nov. 2016, Batt. due at Dec. 2017.**
 -AWD's checked at this inspection:
 -CF-90-03 R2 Exhaust Type Cabin Heater Inspection C/O and no evidence of cracks or pinholes were found
Next insp. due at 2812.0hrs or Nov. 2016
 -2011-10-09 (100 hrs/12m) Seat Locking Mechanism Insp.C/O for wear, dimensions and cracks and found within limits. **Next insp. due at 2762.0 hrs or Nov. 2016**
 -2015-19-07 (100 hrs) Lyc.Fuel Injector Lines & Clamps Inspection C/O and no evidence of damage or fuel stain found and no fault found on support clamps. **Next insp. due at 2762.0 hrs**

-The maintenance described above has been performed in accordance with the applicable standards of airworthiness.

Dated : Nov. 18, 2015 Signed : *[Signature]* M 916734
 AVIATION R. GULET INC

15/11/23	V. J. Desjardis	CZBM	CYSC	13:30	14:00	0,5	2662,5		
15/11/27	V. J. Desjardis / To Paulin	CYSC	CYQM	09:30	11:30	2,0	2664,5		
15/11/29	V. J. Desjardis / A. Duxon	CYQM	CYSC	13:30	16:30	3,0	2667,5		
15/12/26	V. J. Desjardis / V. Doré	CYSC	Local	14:00	15:00	1,0	2668,5		
16/01/23	V. J. Desjardis / V. Doré	CYSC	CYRI	11:00	12:30	1,5	2670,0		
16/01/27	V. J. Desjardis / V. Doré	CYRI	CYSC	14:30	15:45	1,3	2671,3		
16/02/15	V. J. Desjardis / C. Dessard	CYSC	CYMT	08:30	10:30	2,0	2673,3		
16/02/06	V. J. Desjardis / C. Dessard	CYMT	CYSC	13:30	16:00	2,5	2675,8		
16/03/13	V. J. Desjardis / D. A. St-Onge	CYSC	CYGR	20:30	23:30	3,0	2678,8		

Next scheduled maintenance: / Prochaine maintenance planifiée: Due: / Échéance: (hr / cycles / date) / (h / cycles / date) * (Carry forward) / (Reporter) →

*Delete where inapplicable — Supprimer si ce n'est pas applicable

**Total time since new — Temps total depuis né

FLIGHT RECORD

DOSSIER DE VOL

Date 1 Y / M / D	Crew - Équipage 2 Pilot / Copilot Pilote / Copilote	Journey - Route 3		Record of time - Fiche de temps				Other - Autre	
		From De	To À	5 Up Décollage	6 Down Atterissage	7 Air time Temps-air	8 TTSN**	9	10
Totals brought forward Totaux reportés								2710.3	
16/09/02	V. Iglesias / V. Drouin	CYSC	CYGR	17:00	20:43	3:2	2713.5		
16/09/05	V. Iglesias / L. Iglesias	CYGR	CYTG	15:00	15:38	0:6	2714.1		
16/09/05	V. Iglesias / V. Drouin	CYTG	CYSC	17:00	19:50	2:8	2716.9		
16/10/16	V. Iglesias	CYSC	CZPM	19:30	20:00	0:5	2717.4		



9273-9994 Québec inc
107-21 Rue du Ciel
Bromont, Québec
Canada, J2L 2X4
Tel: 514-249-6976

Date: Jan 12, 2017 Registration: C-GTLR
Type: Cessna 177RG Serial #: 177RG1080

This aircraft was stripped and repainted with Sherwin Williams polyurethane system using approved application methods.

Base: Jet-Glo CM0578520 Matterhorn White
Accents: Acry-Glo H10717 Med Concorde Blue
Acry-Glo H10568 Med Silver
Acry-Glo H10684 Black Velvet

All flight control surfaces were checked for balance limits and reinstalled in compliance with Cessna manufacturer structural Repair Manual specifications.

Maintenance Certification by Aviation R. Goulet inc. For detail see attached entry.

Next scheduled maintenance:
chaîne maintenance planifiée: Due:
(hr / cycles / date)* (h / cycles / date)*
(Carry forward) (Reporter)

*Delete where inapplicable — Supprimer si ce n'est pas applicable

**Total time since new — Temps total depuis

FLIGHT RECORD

Date	Crew - Équipage	Journey - Route		Record of time - Fiche de temps				Other - Autre
		From De	To À	Up Décollage	Down Atterissage	Air time Temps-air	TTSN**	

17/01/18
Jan. 13, 2017 C-GTLR Cessna 177 RG S/N : 177RG1080 2717.4hrs TTIS W/O: 16-246 2717.4

- Annual inspection carried out in accordance with CAR 625.86 App.B Part 1 and App.C.
- Compression check: 1-71, 2-77, 3-70, 4-72/80
- New air filter element p/n: BA-5705 installed.
- Spark plug serviced.
- GNS 530 inspected as per document no. 190-00357-65 rev. A.
- Davtron clock battery back up replaced.
- DG 4000D-1 S/N :68085F re-installed after repair by Century instrument.
- Nose gear and drag brace removed, dismantle for painting and re-assemble and re-installed.
- All control surfaces were balanced after painting as per Cessna Model 177RG Series 1976-1978 Service Manual, Section 17 Figure 17-3 Control Surface Balancing and reinstalled.
- Both flap re-installed after painting.
- Propeller removed, Alternator belt replaced with new P/N : 37A19773-376. Propeller re-installed, and torqued and safetied.
- Exhaust gasket replaced on cyl. #1 and 3. P/N : 77611.
- Electrical wires routing corrected on alternator wire and field wire terminal replaced.
- Lower alternator bolt self locking nut replaced.
- Intake gasket of cyl. # 1 replaced with new P/N : 71973
- Left magneto « P » lead insulation repaired.
- Oil leak at engine oil pan turbo fitting repaired.
- Oil return rubber hose over turbo exhaust inlet repaired with bulk material.
- Baffle reworked on cyl. #3-4 to correct deficient cooling path.
- 3 cowl mounts replaced with new P/N : J7444-14
- Inspection of spar C/out as per Cessna SEL 57-03 and no fault found.
- Anti-chaffing tape installed inside top cowling were baffle seal sit.
- Screw removed at corner of front baffle.
- Vacuum pump inspected and found at 7/64 remaining.
- Oleo strut air valve inspected and found ok.
- Nose oleo bottom plug found leaking by the bottom plug. O-rings replaced and gear serviced.
- Landing light strobing action inspected and found unit defective. New unit will be required. Landing and taxi light work as normal.
- Gloves box face plate re-glued.
- Aeroduct replaced between air filter and turbo air inlet.
- All exterior and interior light inspected and found serviceable.
- Copilot seat back rest found with wrong hardware installed on pivot. Hardware replaced.
- Both fuel caps sealinspected and found serviceable.
- L/H flap synchronizing push pull tube outboard rod-end replaced with new P/N : S1106-3.
- Fuel injection lines clamp re-positionned correctly and clamp replaced on cyl. # 1-2.
- Chaffing tape installed on winter kit inside surface.
- Portable oxygen bottle serviced.
- Engine ground run up carried out and all operations found normal, no oil leaks were found.
- Gear retraction test carried out, retract and extend gear through several cycles and system found normal.
- Fire extinguisher inspected.
- First Aid Kit inspected.
- Compass swing checked.

For: | N | 30 | 60 | E | 120 | 150 | S | 210 | 240 | W | 300 | 330 |

Steer: | 01 | 31 | 61 | 90 | 122 | 151 | 179 | 209 | 238 | 271 | 301 | 331 |

- ELT Narco 10 s/n: C11964 removed & reinstalled for annual insp. **Next due at Dec. 2017, Batt. due at Dec. 2017.**
- AWD's checked at this inspection:
- CF-90-03 R2 Exhaust Type Cabin Heater Inspection C/O and no evidence of cracks or pinholes were found
Next insp. due at 2867.4 hrs or Jan., 2018
- 2011-10-09 (100 hrs/12m) Seat Locking Mechanism Insp./C/O for wear, dimensions and cracks and found within limits. **Next insp. due at 2817.4 hrs or Jan., 2018**
- 2015-19-07 (100 hrs) Lyc.Fuel Injector Lines & Clamps Inspection C/O and no evidence of damage or fuel stain found and no fault found on support clamps. **Next insp. due at 2817.4 hrs**

DOSSIER DE VOL

Maintenance		Signature
Defects Défectuosités	Rectification	
/		
<p>-I certified that I have conducted a dual safety inspection of controls affected by the work done.</p> <p>Name : Pierre Dumont M 383493 <i>P. Dumont</i></p> <p>Aircraft is subject to satisfactory test flight.</p> <p>-The maintenance described above has been performed in accordance with the applicable standards of airworthiness.</p> <p>Dated : Jan. 13, 2017 Signed : <i>[Signature]</i> M 730823 AVIATION R.GOULET INC</p> <p>-Altimeter found leaking over limit. Altimeter P/N:5934P-3 S/N: 399286 re-installed after repair by Aeroneuf -Altimeter P/N: 5934P-3 S/N: 399286 tested IAW CAR's, part V, Standard 571, appen. B, para. (b). Next calibration due Jan. 2019. -Transponder Model GTX 330 S/N: 84110091 tested IAW CAR'S, part V, Standard 571, appen. F. Next calibration due Jan. 2019. -Encoder AR-850 S/N: 58609 found leaking. Encoder replaced with new Trans-Cal unit P/N: SSD120-30N S/N: N23097 with an adaptive harness supply by Avtronic inc. -Alt. Encoder Model SSD120-30N S/N: N23097 tested IAW CAR's part V, Standard 571, appen. F. Next calibration due Jan. 2019. -Pitot & Static system inspected in accordance with CAR Chapter V/571 App.B,a).</p> <p>-The maintenance described above has been performed in accordance with the applicable standards of airworthiness.</p> <p>Dated : Jan. 13, 2017 Signed : <i>[Signature]</i> M 730823 AVIATION R.GOULET INC A.M.O. 152-90</p>		
<p>Next scheduled maintenance: Due: (hr / cycles / date)* (Carry forward)</p> <p>chaîne maintenance planifiée: Échéance: (h / cycles / date)* (Reporter)</p>		

*De

FLIGHT RECORD

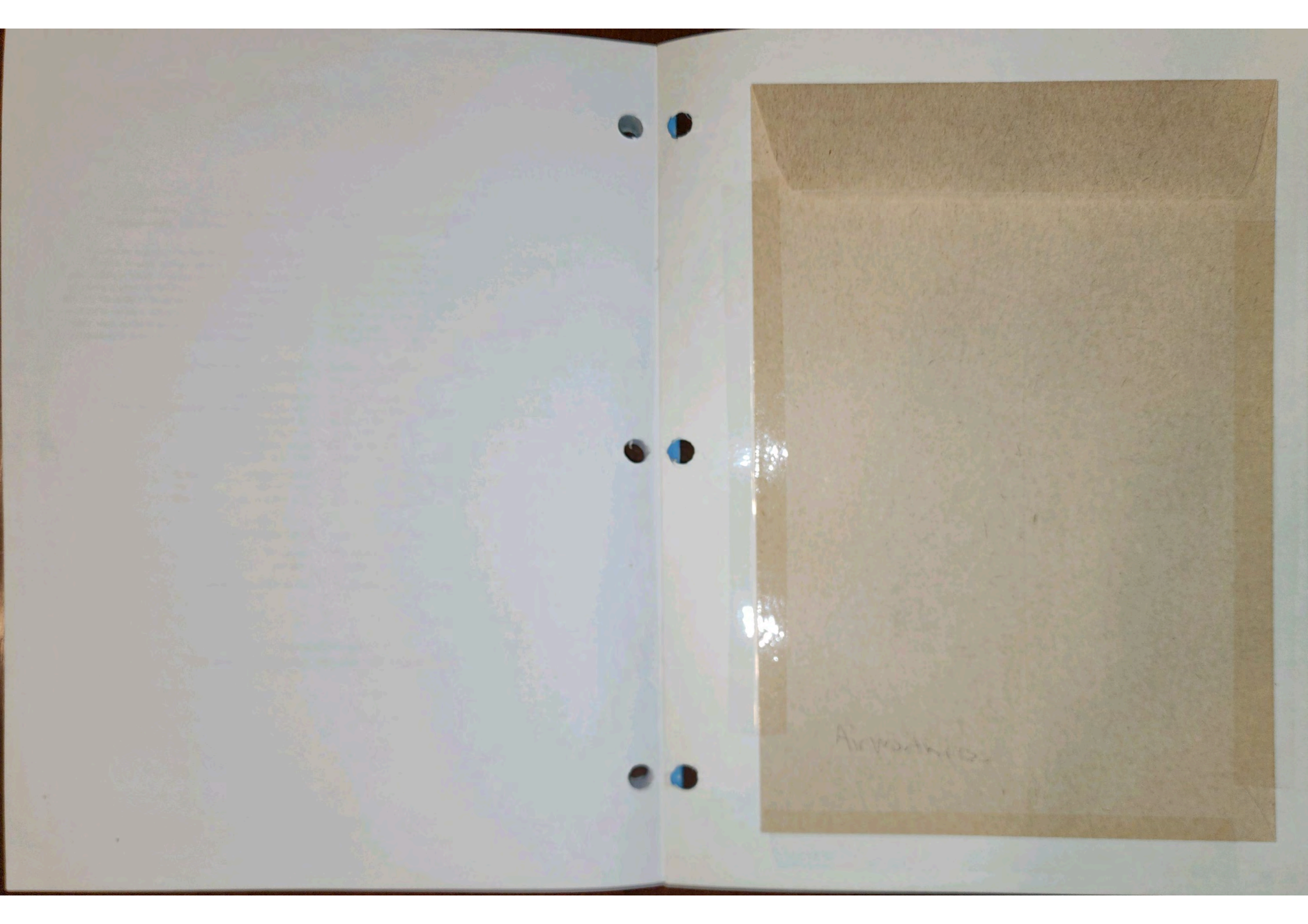
Date		Crew - Equipage		Journey - Route		Record of time - Fiche de temps				Other		
1	2	3	4	5	6	7	8	9	10	11	12	
Pilot / Copilot Pilote / Copilote		From De	To À	Up Décollage	Down Atterissage	Air time Temps-air	TTSN**					
Registration C-GTLR	Type 177RG	S/N 177RG1080	AFTT 2884.1	Aviation R. Goulet inc. 105 rue du Ciel J2L2X4 Bromont - Canada Ph : 450-534-2881				Workpackage 20-906				
INSPECTION ANNUELLE IS DUE												
ANNUAL INSPECTION CARRIED OUT IN ACCORDANCE WITH CAR 625.86 APP B PART 1 AND APP. C -Compression check: 1-76, 2-75, 3-76, 4-79 /80 -Oil and filter changed -engine serviced with Aeroshell W15W50 oil. -Old oil filter opened, inspected serviceable -Engine run c/out for operation and leak and found serviceable.												
ELT BATTERY TO BE REPLACED												
-ELT ANNUAL TEST due, unit removed and sent to the avionic shop. -Placard installed in cockpit, OWNER ADVISED.												
ELT ANNUAL TEST TO BE PERFORMED												
-ELT ANNUAL TEST due, unit removed and sent to the avionic shop. -Placard installed in cockpit, OWNER ADVISED. [ELT P/N: ELT 10 S/N: C11964 REMOVED]												
FIRE EXTINGUISHER INSPECTION TO BE CARRIED OUT												
-FIRE EXTINGUISHER INSPECTION CARRIED OUT, found serviceable.												
ENGINE AIR FILTER TO BE REPLACED												
-ENGINE AIR FILTER inspected and found serviceable.												
FIRST AID KIT INSPECTION TO BE CARRIED OUT												
-FIRST AID KIT INSPECTION CARRIED OUT, found serviceable.												
COMPASS SWING TO BE CARRIED OUT												
-COMPASS SWING CARRIED OUT For : N 30 60 E 120 150 S 210 240 W 300 330 Steer : 01 31 61 90 122 151 179 209 238 271 301 331												
SHARP BENT ON CYL # 2 & 4 INDICATION WIRING [WO : 61]												
-Wire bundle routing modified -Isolated from spark plug leads.												
inside stabilator light surface corrosion [WO : 63]												
-Internal struture surfaces has been treated with corrosion inhibiting compound. -Stabilator tips fairings removed / reinstalled for access.												
r/h stabilator forward of spar fill with weed/debris [WO : 64]												
-Compartment has been cleaned.												
stabilator outboard left static wick broken [WO : 65]												
-Static wick has been replaced on stabilator. -Replaced another damaged static wick by a new part on top rudder location.												
rudder bonding wire not connected [WO : 66]												
-Paint removed on rudder for adequate bonding. -Wire has been installed properly.												
top r/h cowi mount broken [WO : 67]												
-Mount has been replaced. -Faulty hardware replaced as required.												
COWI FLAP CABLE IS CHAFING ON NIG LOCK [WO : 68]												
-Cable routing modified with ty-rap to the engine mount. -Nose gear retraction chock c/o, found serviceable.												
L/H LOWER ENGINE BAFFLES ARE LOOSE [WO : 69]												
-Rework baffles attachment under cylinders /2 & #4. -Oil return lines prtected against chafing.												
CONTROL COLUMN PIVOT NUT IS LOOSE [WO : 70]												
-Castle nut tighten and secured with a new cotter pin.												
OIL FILLER TUBE IS LOOSE [WO : 72]												
-tightened and secured with lock wire.												
BOTTOM COWLING / NOSE GEAR DOOR CHAFING ON TURBO INLET AND OIL NIPPLE. [WO : 73]												
-Nose gear door removed / reinstalled for removing some aluminium material at right hinge location. -Removed previously installed worn silicone build-up and installed a piece of silicone pad to protect lower turbo oil nipple against chafing.												
RE-INSTALL FUEL CAP CHAIN [WO : 98]												
-Chain has been reinstalled.												
VERIFY FUEL DRAIN R/H WING [WO : 55]												
-Inspected wing structure at fuel bay area for leakage, no damage found. -Found installed a quick drain valve of wrong part number. -New part installed.												
BOOST PUMP LEAKING BY THE VENT PIPE [WO : 60]												
-Defective Dukes inc. boost pump p/n: 4140-00-17, s/n: 21533 removed. -Installed a new Weldon model 18000-A s/n: 234852. -Trapped air purged from fuel system. -Reinstalled access plates, carpet and seats												
OHT #2 PROBE SEEMS INTERMITTENT [WO : 57]												
-Electrical connections verified, no damage found. -Probe / channel tested serviceable.												
VERIFY TURN COORDINATOR [WO : 59]												
-Found serviceable.												
BOTH MAIN WHEEL BEARING TO BE LUBRICATED [WO : 53]												
-Both main wheels bearings have been lubricated.												

DOSSIER DE VOL

Maintenance		
Defects Défectuosités	Rectification	Signature
/		

Registration	Type	S/N	AFTT	Aviation R. Goulet inc. 105 rue du Ciel J2L2X4 Bromont - Canada Ph : 450-534-2881	Workpackage
C-GTLR	177RG	177RG1080	2884.1		20-906
LOOSE MOUNTING HARDWARE ON MAIN UNDER CARRIAGE BEVEL GEAR SUPPORT TO INBOARD CASTING SUPPORT ASSY [WO : 62]				-Loose bolts removed one at a time, cleaned and inspected. -Mounting holes in inboard mounting support cleaned and inspected for damaged. -Reinstalled attaching hardware and secured with low strength Lockite. -Reinstalled access covers, carpet, back seat and associated mounting fixtures.	
CO-PILOT WINDOW LEVER TO BE INSTALLED PROPERLY [WO : 56]				-Found handle knob missing. -Reinstalled knob and tighten mounting screw properly.	
ALL ENGINE FUEL INJECTORS TO BE CLEANED [WO : 54]				-All 4 fuel injector nozzles removed, inspected for solid contaminant, cleaned as required and reinstalled. -Pressure deck gallery's removed / reinstalled for access, all connection inspected for damaged seals / O' rings, part replaced as required.	
RIGHT PRESSURE DECK FLEXIBLE HOSE AGED / DRY [WO : 71]				-Hose replaced as required.	
2022-03-15 GARMIN G3X FUEL QUANTITY DISPARITIES				-Not applicable, no G3X installed in this aircraft.	
2011-10-09/CF1987-15R4 inspection to prevent seat slippage or the seat roller housing from departing the seat rail				-Seat Locking Mechanism Insp C/O for wear, dimensions and cracks and found within limits.	
2015-19-07 Lyc. Fuel Injector Lines & Clamps Inspection is due as per SB342G				-Lyc. Fuel Injector Lines & Clamps Inspection C/O and no evidence of damage or fuel stain found, and no fault found on support clamps.	
2022-16-03 IGNITION - S-1200 SERIES MAGNETO ROLLER BEARING - INSPECTION / REPLACEMENT				-N/A by manufacturing date / model.	
CF90-03R2 Exhaust Type Cabin Heater Inspection TO BE PERFORMED				-Exhaust Type Cabin Heater Inspection C/O per part 1 and no evidence of cracks or pinholes found.	
The maintenance described above has been performed in accordance with the applicable standards of airworthiness					
Nom	Signature	Numero d'agrément	Lieu	Date (jj/mm/aaaa h)	
PIERRE DUMONT M383493			Bromont	Le 09/12/2022 à 11:34	

*Delete where inapplicable — Supprimer si ce n'est pas applicable
 total time since new — temps total depuis
 next 80 cycles
 next 80 cycles



Argentina





Transport
Canada

Transports
Canada

(07/2003)

C-6TLR

**AIRCRAFT
JOURNEY
LOG**

**CARNET
DE ROUTE
D'AÉRONEF**

TC-1000110



Canada

FLIGHT RECORD

Date 1 Y / M / D	Crew - Équipage 2 Pilot / Copilot Pilote / Copilote		Journey - Route 3 From De		To À		Record of time - Fiche de temps 5 Up Décollage				6 Down Atterissage		7 Air time Temps-air		8 TTSN**		9 Other	
	Registration	Type	S/N	AFTT	Aviation R. Goulet inc. 105 rue du Ciel J2L 2X4 Bromont - Canada Ph : 450-534-2881				Workpackage									
	C-GTLR	177RG	177RG1080	2896.6					23-1369									
	INSPECTION ANNUELLE IS DUE																	
	COMPASS SWING TO BE CARRIED OUT																	
	ELT ANNUAL TEST TO BE PERFORMED																	
	FIRE EXTINGUISHER INSPECTION TO BE CARRIED OUT																	
	ENGINE AIR FILTER TO BE REPLACED																	
	FIRST AID KIT INSPECTION TO BE CARRIED OUT																	
	ALTIMETER TO BE TESTED																	
	ENCODER TO BE TESTED																	
	TRANSPONDER TO BE TESTED																	
	PITOT/STATIC SYSTEM TO BE LEAK CHECKED																	
	BOTH FUEL BOWL O-RINGS ARE DRIED OUT [WO : 74]																	
	R/H BRAKE TO BE BLED [WO : 75]																	
	SHIMMY DAMPER TO BE CHECKED AT ATTACHMENT LOOSE [WO : 77]																	
	NOSE LANDING GEAR ELBOW RUBBER IS WORN [WO : 78]																	
	NOSE LANDING GEAR L/H DOOR IS PLAYING [WO : 79]																	
	STRIPPED SCREW ON CABIN FLOOR PANEL [WO : 80]																	
	STRIPPED SCREW AT FWD R/H BAFFLE [WO : 81]																	
	CYL #2 INTAKE GASKET IS LEAKING [WO : 82]																	
	FWD NOSE LANDING GEAR DOOR IS PLAYING [WO : 83]																	
	WINDSHIELD LOWER SEAL IS CRACKED [WO : 84]																	
	L/H UPPER SIDE OF REAR WINDOW SEAL IS CRACKED [WO : 85]																	
	L/H COURTESY LIGHT BURNED OUT [WO : 86]																	
	TOP L/H FLOOD LIGHT BURNED OUT [WO : 87]																	
	CYL #2 AND 4 EXHAUST GASKETS ARE WORN [WO : 88]																	
	OIL DRAIN VALVE LEAKING [WO : 89]																	
	MAIN GEAR ACTUATOR HOSES ARE DRIED OUT [WO : 76]																	

DOSSIER DE VOL

Maintenance		
Defects Défectosités	Rectification	Signature
<div style="font-size: 4em; opacity: 0.5;">X</div>		

Registration	Type	S/N	AFTT	Aviation R. Goulet inc. 105 rue du Ciel J2L 2X4 Bromont - Canada Ph : 450-534-2881	Workpackage
C-GTLR	177RG	177RG1080	2896.6		23-1369
<p>R/F 02-17 RUBERAGE CARRY THRU SPAR LOWER CAP INSPECTION</p> <p>R/F 02-17 Type Fuel Injector Lines & Clamps Inspection is due as per 38-2492</p> <p>R/F 02-17 Exhaust Type Cabin Heater Inspection TO BE PERFORMED</p>					
<p>CARRY THRU SPAR VISUAL INSPECTION CARRIED AS PER AIRDOCS 02-17 PAR (B) AND CORROSION REMOVED AS PER AIRDOCS 02-17 PAR (B) (3) AND (4) AND FOUND WITHIN LIMIT AS PER PAR (B) (3)(1) AND (B) (3)(2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (21) (22) (23) (24) (25) (26) (27) (28) (29) (30) (31) (32) (33) (34) (35) (36) (37) (38) (39) (40) (41) (42) (43) (44) (45) (46) (47) (48) (49) (50) (51) (52) (53) (54) (55) (56) (57) (58) (59) (60) (61) (62) (63) (64) (65) (66) (67) (68) (69) (70) (71) (72) (73) (74) (75) (76) (77) (78) (79) (80) (81) (82) (83) (84) (85) (86) (87) (88) (89) (90) (91) (92) (93) (94) (95) (96) (97) (98) (99) (100)</p> <p>Type Fuel Injector Lines & Clamps Inspection C/O and no evidence of damage or fuel leaks found, and no fuel found on suspect clamps.</p> <p>Exhaust Type Cabin Heater Inspection C/O per part 1 and no evidence of cracks or pinholes found.</p>					
<p>The maintenance described above has been performed in accordance with the applicable standards of airworthiness.</p>					
Done	Signature	Number of signers	Date	Date (mm/aaa/yy)	
RECEIVED/REÇU				14/02/2024 9:00:00	

FLIGHT RECORD

Date	Crew - Équipage Pilot / Copilot Pilote / Copilote	Journey - Route		Record of time - Fiche de temps			TTSN**
		From De	To A	Up Décollage	Down Atterissage	Air time Temps-air	
24/02/17	72 Honey	CZBM	CYSC	15:00	15:30	0,5	2896,6
Totals brought forward Totaux reportés							

DOSSIER DE VOL

Defects Défectuosités	Maintenance Rectification	Signature
		91042
		91042

(Brought forward) (Reporté) Next scheduled maintenance: Prochaine maintenance planifiée: Due: Échéance: (hr / cycles / date) (h / cycles / date)

Next scheduled maintenance: Prochaine maintenance planifiée: Due: Échéance: (hr / cycles / date) (h / cycles / date) (Carry forward) (Reporter)

Delete where inapplicable — Supprimer si ce n'est pas applicable

**Total time since new — Temps total depuis neuf

FLIGHT RECORD

DOSSIER DE VOL

1 Date X / M / Y	2 Crew - Équipage Pilot / Copilot Pilote / Copilote	3 Journey - Route		5 Record of time - Fiche de temps				9 Other - Autre		13 Maintenance	
		4 From De	To À	6 Up Décollage	7 Down Atterissage	8 Air time Temps-air	TTSN**	10	11	12 Defects Défectuosités	14 Signature
	Totals brought forward Totaux reportés						2896.6				
24/02/18	VIGILANT / To Harvey	CZBM	CYSC	15:00	15:30	0.5	2897.1				[Signature] 91042
24/03/18	V. IGILANT / T. Ground	CYSC	CZBM	14:30	10:40	0.5	2897.6				[Signature] 91042
24/03/18	V. IGILANT / T. Ground	CZBM	CYSC	14:00	14:30	0.5	2898.1				[Signature] 91042
24/04/18	F. Bestien / T. Groundwater	CYSC	CYSC	1207	1254	0.8	2898.9	1.0			[Signature] 925149
24/04/26	GROUNDWATER / BEASGOLD	CYSC	CNP3	15:59	17:44	1.8	2900.7				[Signature] CA909149
24/05/19	GROUNDWATER / BEASGOLD	CNP3	CNP3	15:10	15:20	0.2	2900.9			Gear Pump Cycles Continuously w/gear UP	[Signature] CA909149
<p align="center">CHAPMAN AIRCRAFT SERVICE LTD.</p> <p>C-GTLR Cessna 177RG S/N 177RG1080 2900.9TTAF</p> <p>Brake reservoir levels adjusted using Aeroshell Fluid 41. Aircraft jacked, found internal leak in Nose Actuator, replaced seals in nose gear actuator using one MS28775-210 O-ring, one MS28775-020 O-ring, One MS28775-111 O-ring while actuator remained installed in aircraft. Replaced Nose gear down actuator hose in nose gear wheel well with P/N AE3663231E150 hose and one MS21919-WDG6 clamp. Hydraulic power pack fluid level adjusted using Aeroshell Fluid 41. Gear swing carried out eight times, no faults detected, no leak detected after 20min gear up. Aircraft Belly cleaned. Replaced three 82-19-140-20 South co studs, three 82-46-101-39 washers, three 82-32-201-20 retainers. Cowling reinstalled and landing light operational test carried out.</p> <p>The maintenance described has been performed in accordance with the applicable standards of airworthiness.</p> <p>Fred Chamberlain.....M754326 June 24, 2024</p>											
24/06/23	GROUNDWATER	CNP3	CNP3	15:35	15:42	0.1	2901.0			Gear Pump still runs w/gear up/down	[Signature] CA909149
<p align="center">CHAPMAN AIRCRAFT SERVICE LTD.</p> <p>C-GTLR Cessna 177RG S/N 177RG1080 2901.0TTAF</p> <ul style="list-style-type: none"> → Installed a AE363231E134 hose assembly at nose gear actuator for gear down supply. → Installed two new AE363231E0104 hose assemblies on main gear actuator. → Found internal leak in gear selector by isolating nose and main gear systems. Removed P/N 9881000-2, S/N 494 gear selector valve. Disassembled and cleaned. Installed one MS28775-014 O-ring, three 9881003-1 pucks, three MS28775-008 O-rings, one MS28775-111 O-ring, two MS28778-4 O-rings, one MS28775-012 O-ring and one MS28775-027 O-ring. Reassembled gear selector valve, and reinstalled in aircraft. Leak check carried out, none found. Aircraft jacked, landing gear swung five fault free times. 30 minute up-leak and down leak tests carried out, no faults found. Landing gear hydraulic revisor level adjusted as require with Aeroshell Fluid 41. → Aircraft battery charged. → Interior access panels and seats reinstalled. Seat operational check carried out. → Cowling reinstalled, gear door reconnected, cowl flaps reconnected, landing light operational check carried out → Removed R/H wing tip. Carried out paint touchup on R/H wing tip leading edge at tip using Jet Glo Matterhorn White paint. R/H Wing tip reinstalled, Nav & Strobe light operational check carried out. <p>Aircraft Released subject to satisfactory test flight.</p> <p>The maintenance described has been performed in accordance with the applicable standards of airworthiness.</p> <p>Fred Chamberlain.....M754326 Sept 23, 2024</p>											
<p align="center">CHAPMAN AIRCRAFT SERVICE LTD.</p> <p>C-GTLR Cessna 177RG S/N 177RG1080 2901.0TTAF</p> <ul style="list-style-type: none"> → Replaced O-pilots inside door handle P/N 0517039-2, Door latch operational check carried out. <p>The maintenance described has been performed in accordance with the applicable standards of airworthiness.</p> <p>Fred Chamberlain.....M754326 Sept 27, 2024</p>											
27/10/14	GROUNDWATER	CNP3	CNP3	11:50	12:20	0.5	2901.5			Flight test satisfactory / gear down limit ok!	[Signature] CA909149

*Delete where inapplicable — Supprimer si ce n'est pas applicable

**Total time since new — Temps total depuis neuf

15 → (Brought forward) (Reporté)	Next scheduled maintenance: Prochaine maintenance planifiée:	Due: Échéance:	(hr / cycles / date)* (h / cycles / date)*	16 Next scheduled maintenance: Prochaine maintenance planifiée:	Due: Échéance:	(hr / cycles / date)* (h / cycles / date)*	(Carry forward) (Reporter)
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FLIGHT RECORD

DOSSIER DE VOL

Date 1 Y/M/D	Crew - Équipage 2 Pilot / Copilot Pilote / Copilote	Journey - Route		Record of time - Fiche de temps				Other - Autre			Maintenance		
		3 From De	4 To À	5 Up Décollage	6 Down Atterissage	7 Air time Temps-air	8 TTSN**	9	10	11	12 Defects Défectuosités	13 Rectification	14 Signature
	Totals brought forward Totaux reportés					2901.5							
<p align="center">CHAPMAN AIRCRAFT SERVICE LTD. C-GTLR Cessna 177RG S/N 177RG1080 2901.5 TTAF The nose gear down switch was replaced due to a broken wire using a new 2070029-1 switch assembly. Wiring soldered, added heat shrink and 1ft of 11-12314 spiral wrap to protect switch wiring. Tied excess wire to engine mount using 2ft of KSL-1 cord lacing. Gear swing was carried out a total of four fault free times. Nose oleo found over extended, released pressure as required. Cowls reinstalled, landing and taxi light operation verified. The maintenance described has been performed in accordance with the applicable standards of airworthiness. Alex Harper.....M839737 October 17, 2024</p>													
24/10/21	GROUNDWATER	CNP3	CNP3	10:44	11:46	1.0	2902.5				Test flight satisfactory	<i>[Signature]</i> CA909149	
24/10/22	GROUNDWATER/ CONSTANTINESCO	CNP3	CNY3	10:57	12:43	1.8	2904.3					<i>[Signature]</i> CA909149	
24/10/22	GROUNDWATER/ CONSTANTINESCO	CNY3	CNP3	13:59	15:16	1.3	2905.6					<i>[Signature]</i> CA909149	
24/11/03	GROUNDWATER/ CONSTANTINESCO	CNP3	CNL3	15:08	15:40	0.5	2906.1			Added 0.25 qts of 15W50 AeroShell		<i>[Signature]</i> CA909149	
24/11/03	GROUNDWATER/ CONSTANTINESCO	CNL3	CYSH	15:42	15:58	0.3	2906.4					<i>[Signature]</i> CA909149	
24/11/03	GROUNDWATER/ CONSTANTINESCO	CYSH	CNP3	16:07	16:30	0.4	2906.8					<i>[Signature]</i> CA909149	
24/11/09	GROUNDWATER/ BRASGOLD	CNP3	CYTA	13:17	13:48	0.5	2907.3			Added 0.25 qts of 15W50 AeroShell		<i>[Signature]</i> CA909149	
24/11/09	GROUNDWATER BRASGOLD	CYTA	CNP3	13:55	14:29	0.6	2907.9					<i>[Signature]</i> CA909149	
<p align="center">CHAPMAN AIRCRAFT SERVICE LTD. C-GTLR Cessna 177RG S/N 177RG1080 2907.9 TTAF → NARCO ELT10 S/N C11964 reinstalled after Performance test and battery replacement by Chapman Aircraft Service Ltd. WO 12229 Dec 18, 2024. ELT Operational test carried out as per CARs 571 Appendix G(1) Note: 406MHZ ELT requirements come into effect November 25, 2025 The maintenance described has been performed in accordance with the applicable standards of airworthiness. Fred Chamberlain.....M754326 December 18, 2024</p>													

15 (Brought forward) (Reporté) Next scheduled maintenance: Due: (hr / cycles / date)* Prochaine maintenance planifiée: Échéance: (h / cycles / date)* 16 Next scheduled maintenance: Due: (hr / cycles / date)* Prochaine maintenance planifiée: Échéance: (h / cycles / date)* (Carry forward) (Reporter)

*Delete where inapplicable — Supprimer si ce n'est pas applicable **Total time since new — Temps total depuis neuf

LOG RECORD

Crew - Équipage		Journey - Route		Record of time - Fiche de temps				Other - Autre		
Pilot / Copilot Pilote / Copilote		From De	To À	Up Décollage	Down Atterissage	Air time Temps-air	TTSN**			
Totals brought forward Totaux reportés										
For	N	030	060	E	120	150				
Steer	04	031	065	092	120	150				
For	S	210	240	W	300	330				
Steer	180	211	241	274	305	335				
Date	03/28/25		C-GTLR							

CHAPMAN AIRCRAFT SERVICE LTD.
 Cessna 177RG S/N 177RG1080 2907.9 TTAF

C-GTLR

- Annual inspection completed as per CAR's 625 Appendix B&C with reference to the 177RG inspection sheets.
- Propeller inspected, no faults found, spinner reinstalled.
- The old engine oil was drained, Added 7 Qts of Aeroshell 15W50 oil. The oil filter was removed, cut open and inspected, no metal or contaminants found. A new AA48103-2 oil filter was installed and lock wired.
- Compression test #1-78/80, #2-75/80, #3-78/80, #4-76/80.
- The exhaust was inspected as per CF90-03R2 Part 1, no cracks or defects were found. Replaced 13" of scat 8 duct from the front baffle to the exhaust shroud.
- Magneto timing checked and found L/H mag at 25° BTDC, R/H found at 24-5° BTDC, no adjustment was made due to the magneto being a dual mag.
- The spark plugs were removed, cleaned, inspected and tested; no faults found. Reinstalled spark plugs, torqued all plugs to 420in/lbs using S/N 12930019802 torque wrench.
- The fuel bowl was inspected, no contaminants or corrosion was found. The fuel bowl was reassembled, leak checked and lock wired.
- Gami injectors removed, soaked in acetone and blown out with compressed air, no obstructions found. Reinstalled fuel injectors IAW placards on the rocker covers and leak checked. AD 2015-19-07 fuel injector lines inspected IAW Lycoming MSB 342G, no faults found.
- Fabricated a new fuel vent hose from fuel flow gauge to firewall using 21" long 303-3 hose and existing fittings. Fabricated a new hose assembly from firewall to upper deck pressure using 4" long 303-3 hose and two existing fittings. Fabricated a new hose assembly from turbo drain to scavenge oil pump using 55" long 303-8 hose and two existing fittings. Fabricated a new oil line from cooler to fitting beside oil filter using 37" of 303-6 hose and existing fittings after inspection. Fabricated a new oil line from oil cooler T to fitting aft of the dipstick tube using 19" of 303-6 hose and existing fittings after inspection. Fabricated a new oil line from scavenging pump to turbo pressure controller using 14" of 303-6 hose and existing fittings after inspection. Fabricated a new oil line from sump to scavenging pump using 56" of 303-8 hose and one existing fitting after inspection and one new 491-8D fitting. Fabricated a new oil line from oil cooler to wastegate controller using 23" of 303-4 hose and existing fittings after inspection. Fabricated a new air sensing line from turbo outlet to turbo pressure controller using 61" of 303-6 hose and existing fittings after inspection. Fabricated a new fuel line from fuel pump to fuel flow transducer using 11" of 303-6 hose, one existing fitting after inspection and one new 491-6D fitting. Fabricated a new fuel line from fuel flow transducer to the fuel control unit using 8" of 303-6 hose and existing fittings after inspection. Fabricated a new fuel pressure line from fuel spider to firewall using 41" of 303-3 hose and existing fittings after inspection. Assembled all hoses as per "Aeroquip 303 hose assembly instructions", Hoses tested as per AC43.13-1B chapter 9 paragraph 20i to 1500PSI. Reinstalled fire sleeve where necessary using two 10781-4 Band-it clamps per hose and installed new Date tags on all hoses stating "March 2025". All hoses cleaned internally and visually inspected for contamination, no defects found. Installed all new hoses, leak checked fuel system, no leaks detected.
- The turbo was inspected through both inlet and outlet using a digital video scope, no damage or faults found with the turbine blades. Turbo bearings checked for play, none found. The waste gate was externally lubricated with "mouse milk".
- A run up was carried out, Mag test taken at 1700RPM, found a drop of 70L/80R. No faults were found during run up. Checked for leaks, none were found.
- AD 2024-21-02 connecting rods N/A, no record of affected parts installed in engine.
- Cowls reinstalled, landing and taxi light operation verified, nose gear door safetied with a new MS24665-132 cotter pin.
- AD2011-10-09 seat rail/roller inspection carried out, no faults found, details of inspection can be found on file.
- The shimmy dampener was removed, disassembled and inspected. Replaced one MS28775-112 O-ring, one MS28775-213 O-ring, reassembled and filled with Aeroshell fluid 41, reinstalled shimmy dampener using existing hardware, one MS24665-132 cotter pin and the aft bolts were lock wired.
- The nose gear was cleaned and inspected; no defects found. The nose gear torque links were lubricated with Aeroshell 5 grease.
- Both brake rotors were replaced using new APS164-30440 discs. Both main wheel bearings were cleaned and inspected, repacked with Aeroshell 5 grease and the wheel was reassembled with the new brake discs. Reinstalled the main wheels using a new MS24665-363 cotter pins. Replaced two B30027 brake pressure plates and installed four new APS66-10900 brake linings using eight RA105-00200 rivets, brake linings installed and the brake calipers were lock wired.
- The L/H and R/H main gear down lock actuator were found leaking, they were removed, disassembled and found paint overspray on the shaft had contaminated the O-rings internally. Replaced one MS28775-010 O-ring, one MS28775-113 O-ring and one MS28778-4 O-ring on each down lock actuator, Reassembled and lock wired end cap and reinstalled in aircraft using a new MS24665-132 cotter pins.
- The aircraft was jacked and the gear was swung five fault free times, gear up leak check completed for 30 minutes with no leak detected. Down leak test completed for 45 minutes with no leak detected. Topped up hydraulic reservoir using Aeroshell fluid 41 as required. Aircraft removed from jacks.
- The L/H stabilizer required two new SW10-96 static wicks using two MS20470A-4-8 rivets and two aluminum 1/8 pop rivets.
- Compass swing carried out; deviation card installed.
- The flap jack screw was cleaned and inspected with no defects found, lubricated threads with G17 grease and tested operation of flaps, no faults found.
- Pro medic first aid kit inspected, found complete and in good condition.
- The Amerex A344 halon fire extinguisher was removed due to the hydrostatic being past due, a serviceable A620, S/N F-75023713 extinguisher was weighed at 2 lb. 4.80 oz, the pressure was found in the green and overall condition was found good, hydrostatic test due 2031. No weight change between extinguishers.
- AD 2024-14-03 autopilot N/A, affected systems not installed.

Note: ■ 406MHZ ELT requirements come into effect November 25, 2025.
 ■ Fuel flow analog gauge not reading at low pressure, indicates at 2000rpm and higher but reads lower than the digital fuel flow gauge, cannot verify accuracy of the analog fuel flow gauge.
 ■ A comprehensive Airworthiness Directive search was not completed as the US logs not being provided, AD's are the responsibility of the owner.

The maintenance described has been performed in accordance with the applicable standards of airworthiness.

Alex Harper *[Signature]* M839737 March 28, 2025

(Brought forward) (Reporté) Next scheduled maintenance: Prochaine maintenance planifiée: Due: Échéance: (hr / cycles / date)* (h / cycles / date)* 16 Nt Alex Harper M839737 March 28, 2025 Prochaine maintenance planifiée: Échéance: (h / Cycles / date)* (Reporter)

Delete where inapplicable — Supprimer si ce n'est pas applicable **Total time since new — Temps total depuis neuf

FLIGHT RECORD

DOSSIER DE V

Date 1 - / - 2 A / M / Y	Crew - Équipage Pilot / Copilot Pilote / Copilote	Journey - Route		Record of time - Fiche de temps				Other - Autre			Maintenance		
		From De	To À	Up Décollage	Down Atterissage	Air time Temps-air	TTSN**	9	10	11	Defects Défectuosités	Rectification	Signature
	Totals brought forward Totaux reportés	2909.7											
25/04/13	GROUNDWATER/ CONSTANTINESCO	CNP3	CNP3	15:35	16:25	0.8	2910.5						CA 90911
25/04/25	GROUNDWATER/ CONSTANTINESCO	CNP3	CYTA	17:03	17:33	0.5	2911.0						CA 90911
25/04/25	GROUNDWATER/ CONSTANTINESCO	CYTA	CNP3	17:34	18:04	0.5	2911.5						CA 90911
25/05/25	GROUNDWATER	CNP3	CNP3	11:04	11:23	0.3	2911.8						CA 90911
25/05/26	GROUNDWATER	CNP3	CYTA	09:21	10:00	0.7	2912.5						CA 90911
25/05/26	GROUNDWATER	CYTA	CNP3	10:09	10:37	0.5	2913.0						CA 90911
25/05/27	GROUNDWATER/ CONSTANTINESCO	CNP3	CNL3	09:57	10:28	0.5	2913.5						CA 90911
25/05/27	GROUNDWATER/ CONSTANTINESCO	CNL3	CNP3	10:29	11:00	0.5	2914.0						CA 90911
25/05/16	GROUNDWATER	CNP3	CYTA	19:00	19:32	0.5	2914.5						CA 90911
25/06/16	GROUNDWATER	CYTA	CYSH	19:37	20:20	0.7	2915.2						CA 90911
25/06/16	GROUNDWATER	CYSH	CNP3	20:21	20:40	0.3	2915.5						CA 90911
25/06/13	GROUNDWATER	CNP3	CNP3	19:50	20:35	0.8	2916.3						CA 90911
25/06/21	GROUNDWATER	CNP3	CYMW	10:35	11:07	0.5	2916.8						CA 90911
25/06/21	GROUNDWATER	CYMW	CNP3	11:10	11:45	0.6	2917.4						CA 90911
25/06/29	GROUNDWATER/BRASGOLD	CNP3	CYPA	16:50	17:50	1.0	2918.4						CA 90911
25/06/29	GROUNDWATER/BRASGOLD	CYPA	CNP3	17:55	18:56	1.0	2919.4						CA 90911
25/06/30	GROUNDWATER/BRASGOLD	CNP3	CYBK	10:46	11:28	0.7	2920.1						CA 90911
25/06/30	GROUNDWATER/BRASGOLD	CYBK	CNP3	11:30	12:18	0.8	2920.9						CA 90911
25/07/09	GROUNDWATER/BRASGOLD	CNP3	CNP3	11:47	12:11	0.4	2921.3						CA 90911
25/07/15	GROUNDWATER/BRASGOLD	CNP3	CNY3	10:26	12:03	1.6	2922.9						CA 90911
25/07/15	GROUNDWATER/BRASGOLD	CNY3	CNP3	19:46	21:13	1.5	2923.4						CA 90911
25/07/17	GROUNDWATER	CNP3	CNP3	11:42	12:12	0.5	2923.9						CA 90911

15 (Brought forward) (Reporté) Next scheduled maintenance: Prochaine maintenance planifiée: Due: Échéance: (hr / cycles / date)*

16 Next scheduled maintenance: Prochaine maintenance planifiée: Due: Échéance: (hr / cycles / date)* (Carry forward) (Reporter)

*Delete where inapplicable — Supprimer si ce n'est pas applicable

**Total time since new — Temps total depuis neuf