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Cessna®



**AIRCRAFT LOG**  
**AND MAINTENANCE RECORD**

N 34551

SERIAL NO.

177018-1



# AIRCRAFT LOG

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

I have inspected this aircraft and found it complies with the requirements of FAR 21.183. All mandatory changes have been complied with. The static pressure system and sensitive altimeter instrument 87993 have been tested and inspected 12-9-72 and found to comply with FAR 91.170 to an altitude of 20 thousand feet. Standard Certificate of Airworthiness dated 1-24-73 was issued by me. *[Signature]* Executive Engineer

Cessna Aircraft Co., Pawnee Div.  
 Delegation Option Manufacturer, CE-1

By *[Signature]*  
 R. D. Humphries

## I M P O R T A N T N O T I C E

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.



## AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 73 8/24/73			Installed EGT Ekonomix model 35 in accordance with manufacturers instructions and STC: SA522SW				
			Completed FAA Form 337 dated 8/24/73				
			Tach time: 54.56 hrs				James J. [unclear] IA - 737068
9-14-73			Serviced Brake Master Cylinders.				
			I certify this aircraft has been inspected in accordance with Manufacturers 100 Hr inspection and was found to be in airworthy condition.				
			Total and Tach time 103 Hrs.				Justin M. Ferguson A 2172160



# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 74 2/14			Filled shimmy dampener. Filled brake cylinders				
I certify this aircraft has been inspected in accordance with annual inspection and was determined to be in airworthy condition. Tach & total time 205 hrs [Signature] IA 737068							
6-3-74			Serviced Brake Cylinders.				
I certify this aircraft has been inspected in accordance with 100 Hr. Inspection and was determined to be in airworthy condition. Tach & Total time 303.7 Hrs. [Signature] AP 2172160							
9-26-74			Removed Turb Coordinator for repair				
Tach Time 439.7 Hrs [Signature] AP 2172160							

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1    VOR 2	Place	Signature		
10-4-79					Serviced Brakes, Battery, Packed Wheel Bearings, Filled Shimmy Damper, New Left Tire, Rotated Right Tire, New New Tail Lamp. I certify that this Airframe has been <del>so</del> inspected in accordance with 100 Hr Inspection and was found to be airworthy. Tach & Total Time 448.8 Hr.
					Justin M. Ferguson ATP 2172160
10-25-79					Installed Repaired Turn Coordinator, <del>tach</del> Repaired by Western Skyways Tach Time 470.3 Hr.
					Justin M. Ferguson ATP 2172160
11-2-79					Installed clamps per Cessna Service Letter SE 79-2 to comply with AD 74-16-06. Tach Time 478.7 Hr.
					Justin M. Ferguson ATP 2172160

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 2-27-75			Cleaned Gascolator Screen and Bowl, Drained Tank Sumps, New Right Main Tire installed, Serviced Brakes, Serviced Battery, Installed ELT static Suppressor, Installed overhauled IFR certified Altimeter complying with AD 74-24-13.				
			I Certify that this aircraft has been inspected in accordance with 100 hr. Inspection and was found to be in airworthy condition. Tach and Total Time 530.79				Justin M. Ferguson A&P 2172160
2-27-75			"I certify that this Aircraft has been inspected in accordance with a <u>ANNUAL</u> inspection and was determined to be in airworthy condition."				Walter E. Steffman FA 661788

## AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19__	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
7-15-75					Serviced Battery, Serviced Brake Master Cylinders, Filled Shimmy Dampener, New O-rings in Shimmy Dampener, Drained Tank Sumps, Cleaned Gascolator Bowl and Screen, Serviced Nose Strut.  I Certify that this airframe has been inspected in accordance with 100 Hr Inspection and was found to be in airworthy condition. Tach and Total Time 649.6 Hr. <span style="float: right;">Justin M. Ferguson APP 2172160</span>
11-20-75					Serviced Brakes, Battery, Shimmy Dampener, Drained Tank Sumps, Cleaned Gascolator Bowl and Screen, Replaced ELT Battery Pack - OK til May, 1978 I Certify that this airframe has been inspected in accordance with a 100Hr. Inspection and was found to be in airworthy condition. Tach and Total Time 751.2 <span style="float: right;">Justin M. Ferguson</span>





# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT	
					HOURS	10THS		
19 77								
SEPT. 1	ANNUAL INSPECTION.					1185.6	HOURS TACH TIME.	
	REPLACED ONE BRAKE LINING, RIGHT MAIN GEAR.							
	SERVICED SHIMMY DAMPER; BATTERY, BRAKE SYSTEM.							
	LUBRICATED & INSPECTED CONTROL SYSTEMS.							
	AIRWORTHINESS DIRECTIVES CHECKED & ALL TO DATE. SEE LIST.							
			<p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN...ANNUAL...INSPECTION AND DETERMINED TO BE AIRWORTHY.</p> <p style="text-align: center;"><i>J E Minnoch</i></p> <p style="text-align: center;">A E P 353043 IA</p>					
MARCH 5, 1978	STATIC SYSTEM INSPECTED IN ACCORDANCE WITH FAR PART 91.170 AND PART 43 APPENDIX E AND FOUND TO BE AIRWORTHY FOR ACTUAL IFR FLIGHT.					66153-41	CFI.	
			<i>J E Minnoch</i>					
						A E P #353043		

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



## AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
11-14-78	C/W	AD	78-18-04 + 78-09-07 ALL ADS IN BACK OF BOOK				Bendix MAG.
<p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN <sup>MAINT.</sup> INSPECTED IN ACCORDANCE WITH A. 1262.2 - ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>Date. 11-14-78.. Total Time. 1262.2... Hrs.</p> <p>Signed: <i>Burr. Bentley</i> 209012641</p>							

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

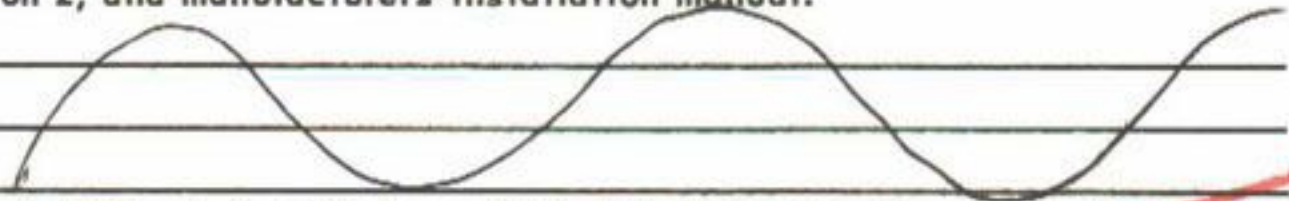
# AIRCRAFT LOG

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

Aircraft Make Cessna Serial# 17701867 N 34551

Installed the following equipment in existing cutouts in accordance with FAA AC 43.13-1A, Chapter 11, Section 2, and manufacturers installation manual.

- KN 380
- KI 206
- KA 60



Electrical Wiring fabricated and installed per FAA AC 43.13-1A, Chapter 11, Section 3, 4, 5, 7, and manufacturers installation manual.

Aircraft electrical loading in accordance with FAA AC 43.13-1A, Chapter 11, Section 2, Aircraft equipped with a 60 amp. alternator.

Functional tested the installation per FAR 23.1301 and 23.1431.

Magnetic compass calibration checked per FAA AC 43.13-1A, Chapter 16, Section 5. Weight and Balance computed.

New Weight and Balance computed.

New Empty Weight 1569.3 New C. G. 104.05 New Useful Load 930.7

The equipment and/or components identified above were installed and inspected in accordance with the current Federal Air Regulations and were found airworthy for return to service. Pertinent details of the repair work are on file at the agency under work order.

NO. 18269 DATE 11-27-78 SIGNED Daniel Conquist

G. B. DuPont Co., Inc.

DuPont Lapeer Airport Repair Station 3046      Airframe Class 1 & 3 Radio Class 1 & 2 .

Superseded, See QCE alt Bal & Log Entry 8-14-79

## AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 78 12-7	TACH 1267.1	REPLACED	CYL. HEAD TEMP.	-	AMP. GAUGE.		Gordon J. Larsen A&P 2036373
1-15-78	TACH 1272.2	① RECALIBRATED FUEL QUANTITY GAUGES ② REPLACED CHT SENSOR ③ REMOVE & REINSTALL MAN. PRESS. GAUGE FOR O.H.					Gordon J. Larsen A&P 2036373
4-19-79	TACH 1295.3	REPLACED	LANDING LITE				Gordon J. Larsen A&P 2036373

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE NEXT PAGE

# AIRCRAFT LOG

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Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19	
<p style="font-size: large; font-family: cursive;">May 14 1979</p>		<p style="font-size: large; font-family: cursive;">Edo Airc Mitchell Century II B auto pilot with radio compass was installed this date in accordance with STC SA3181SW-D. Aerovision encoding altimeter installed as per FAR 337 this date for additional information see QCE wt. &amp; Bal &amp; W.O. # 565</p>	<p style="font-size: large; font-family: cursive;">Earl L Wilson for</p>	<p style="font-size: large;">19</p>	<p style="font-size: large; font-family: cursive;">Earl L Wilson for</p>
<p>I certify that the altimeter and static system tests required by FAR Part 91.170 have been performed. The altimeter was tested by <u>FACTORY</u> on <u>4-4-79</u> to <u>30,000</u> ft. <u>E Wilson</u> for</p>				<p style="font-size: large; color: red;">NEW EMPTY WT. <u>1576.12</u></p> <p style="font-size: large; color: red;">NEW EMPTY WT. CG. <u>104.09</u></p> <p style="font-size: large; color: red;">NEW USEFUL LOAD <u>933.88</u></p> <p style="font-size: large; color: red;">MOMENT <u>164064.53</u></p>	
				<p style="font-size: large;">QCE, INC.</p> <p style="font-size: large;">6544 HIGHLAND RD.</p> <p style="font-size: large;">PONTIAC, MI 48054</p>	

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19	<p>Aircraft Make <u>Cessna</u> Serial# <u>17701867</u> N <u>34551</u></p> <p>Installed the following equipment in existing cutouts in accordance with FAA AC 43.13-1A, Chapter 11, Section 2, and manufacturers installation manual.</p> <p><u>R 443A</u></p> <p><u>KI 201C</u></p> <hr/> <p>Electrical Wiring fabricated and installed per FAA AC 43.13-1A, Chapter 11, Section 3, 4, 5, 7, and manufacturers installation manual.</p> <p>Aircraft electrical loading in accordance with FAA AC 43.13-1A, Chapter 11, Section 2, Aircraft equipped with a <u>60</u> amp. alternator.</p> <p>Functional tested the installation per FAR 23.1301 and 23.1431.</p> <p>Magnetic compass calibration checked per FAA AC 43.13-1A, Chapter 16, Section 5.</p> <p>Weight and Balance computed.</p> <p style="text-align: center;">New Weight and Balance computed.</p> <p>New Empty Weight <u>1570.92</u> New C. G. <u>104.36</u> New Useful Load <u>929.08</u></p> <p>The equipment and/or components identified above were installed and inspected in accordance with the current Federal Air Regulations and were found airworthy for return to service. Pertinent details of the repair work are on file at the agency under work order.</p> <p>NO. <u>2268</u> DATE <u>11-9-79</u> SIGNED <u>David Compton</u></p> <p style="text-align: center;">G. B. DuPont Co., Inc. <u>225535-9</u></p> <p>DuPont Lapeer Airport Repair Station 3046 Airframe Class 1 &amp; 3 Radio Class 1 &amp; 2</p>						

CARRY FORWARD THE TOTAL FLYING TIME



# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
<p>Aircraft Make <u>Cessna</u> Serial# <u>17701867N 34551</u></p> <p>Installed the following equipment in existing cutouts in accordance with FAA AC 43.13-1A, Chapter 11, Section 2, and manufacturers installation manual.</p> <p><u>KN 60 B</u></p> <hr/> <p>Electrical Wiring fabricated and installed per FAA AC 43.13-1A, Chapter 11, Section 3, 4, 5, 7, and manufacturers Installation manual.</p> <p>Aircraft electrical loading in accordance with FAA AC 43.13-1A, Chapter 11, Section 2, Aircraft equipped with a <u>60</u> amp. alternator.</p> <p>Functional tested the installation per FAR 23.1301 and 23.1431.</p> <p>Magnetic compass calibration checked per FAA AC 43.13-1A, Chapter 16, Section 5.</p> <p>Weight and Balance computed.</p> <p style="text-align: center;">New Weight and Balance computed.</p> <p>New Empty Weight <u>1577.72</u> New C. G. <u>104.22</u> New Useful Load <u>922.28</u></p> <p>The equipment and/or components identified above were installed and inspected in accordance with the current Federal Air Regulations and were found airworthy for return to service. Pertinent details of the repair work are on file at the agency under work order.</p> <p>NO. <u>2197A</u> DATE <u>12-18-79</u> SIGNED <u>David W. Conquest</u></p> <p style="text-align: center;">G. B. DuPont Co., Inc.</p> <p>DuPont Lapeer Airport Repair Station 3046      Airframe Class 1 &amp; 3 Radio Class 1 &amp; 2</p>							

CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE NEXT PAGE

# 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 - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.	
Date	Bearing error	Place	Signature			
VOR 1	VOR 2			19__		
				19__	<p style="font-size: large; font-family: cursive;">May 1, 1980 - Inspected and found that Edo-Aire Mitchell Service Bulletin # MB.15 does not apply to this aircraft. (C/Womanant for</p>	<p style="font-size: large; font-weight: bold;">QCE, INC. 6544 HIGHLAND RD. PONTIAC, MI. 48054</p>
					<p style="font-size: large; font-family: cursive;">May 23, 1980 Avionics removal and or installation accomplished this date See QCE W.O. # 6993 and attached from this date - Earl S. Dunbar for</p>	<p style="font-size: large; font-weight: bold;">QCE, INC. 6544 HIGHLAND RD. PONTIAC, MI. 48054 CRS C63-38</p>
					<p style="font-size: large; font-weight: bold; color: red;">NEW EMPTY WT. 1584.84</p> <p style="font-size: large; font-weight: bold; color: red;">NEW EMPTY WT. CG. 104.11</p> <p style="font-size: large; font-weight: bold; color: red;">NEW USEFUL LOAD 915.16</p> <p style="font-size: large; font-weight: bold; color: red;">MOMENT 165002.60</p>	

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
I certify that the transponder tests required by F.A.R. 91.177 & F.A.R. 43 Appendix F as pre- scribed in AC 43-6 Para. 6a 1-4 & Para. B have been complied with, by <u><i>Richard J. Wolf</i></u> for GCE, Inc. C 63.38 6544 Highland Rd. Pontiac, Mich. 48054 <i>4 Sept 80</i>							
<i>9-5-80</i>	<i>CHANGED</i>	<i>BOTH</i>	<i>PROP</i>				<i>Richard J. Wolf</i> <i>ASP 1370645</i> <i>1449 hrs</i>
<i>9-13-80</i>	<i>1449.5</i>	<i>CHANGED</i>	<i>OVERVOLTAGE</i>				<i>Richard J. Wolf</i> <i>ASP 1370645</i>

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

# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19 ____	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
10-14-80			1864	CHANGED	L. FURE GAUCER + INSTALLED
			8014141110	ALCAR	INSTRUMENT
					 AP1370645

Aircraft Make Cessna Serial# 17701867 N 34551  
 Installed the following equipment in existing cutouts in accordance with FAA AC 43.13-1A, Chapter 11, Section 2, and manufacturers installation manual.  
KN580 Com 120  
KI 206 Ryan STomm scope  
Com 120  
 Electrical Wiring fabricated and installed per FAA AC 43.13-1A, Chapter 11, Section 3, 4, 5, 7, and manufacturers installation manual.  
 Aircraft electrical loading in accordance with FAA AC 43.13-1A, Chapter 11, Section 2,  
 Aircraft equipped with a \_\_\_\_\_ amp. alternator.  
 Functional tested the installation per FAR 23.1301 and 23.1431.  
 Magnetic compass calibration checked per FAA AC 43.13-1A, Chapter 16, Section 5.  
 Weight and Balance computed.  
 New Weight and Balance computed.  
 New Empty Weight 1598.24 New C. G. 104.54 New Useful Load 901.76  
 The equipment and/or components identified above were installed and inspected in accordance with the current Federal Air Regulations and were found airworthy for return to service. Pertinent details of the repair work are on file at the agency under work order.

G. D. DUFONT CO., INC.

Airframe Class 1 & 3 Radio Class 1 & 2



# AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
VOR 1	VOR 2			19	
		12/17/80			TACK 1479 hrs.
					AD NOTE 80-25-07 D/N/A BY MODEL NUMBER. Brew Boudy AP8090126A/
		3/4/81			VOR CK VOT 100ET - #1 2° off #2 0/c 142
					<p style="font-size: small; margin: 0;">The altimeter and static system required by FAR part 91.170 have been performed. The altimeter has been tested to <u>20,000</u> ft.</p> <p style="margin: 0;">Signed <u>[Signature]</u> Date <u>6-25-81</u></p> <p style="margin: 0; text-align: center;">Hall Aviation Inc.</p> <p style="margin: 0;">ALTIMETER DATA 6-27-80</p>

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
11-21-81	1566	ILRS	COMPLIANCE WITH		100 HR		<p style="text-align: center;">ANNUAL INSP.</p> <p style="text-align: center;">REPLACED COWL FLAP HINGES. CHANGED NOSE TIRE. BALANCED ALL TIRES. CHANGED RT BATTERY. CHANGED FUEL STRAINER INTERNAL TUBE. REPAIRED BOTH CABIN DOORS AT HINGES + RETURN BRACKETS. CHANGED RT BRAKE LININGS. RE-RIGGED ELIMATOR DOUBLE TRUSION. REPLACED CABIN CRAT SPROUD. RE-SAWED STAFF MY DAMPER. CHANGED HOIST STAB TIPS. CHANGED NOSE WHEEL HANGES KIT PL 30421. REPAIRED DEPROSTH CONTROL. CHANGED VAC RHC. PLATER. CHANGED LANDING WIRE.</p>

I CERTIFY that this AIRCRAFT has been inspected in accordance with a ANNUAL inspection, and was determined to be in Airworthy Condition.

MECHANIC [Signature]

A & P 1370645 AI

MAIL AVIATION INC.  
Pontiac Airport Pontiac, Mich.

Time in Service 1566

Date of Inspection 11-21-81



# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19	<b>WATERFORD AVIATION INC.</b>						
	<p>10/15/82 date 1644 Tack I certify that            this Aircraft has been inspected in            accordance with an Annual inspection            and is determined to be in Airworthy Con-            dition.</p> <p><b>HARVEY W. BLISZACK A&amp;E #1563545</b>  <u>Harvey W. Bliszack</u> IA</p>						
10-15-82	(1644 hrs)		100 hr inspection for annual completed. This date - Remanded all inspection cones. Checked all cables, turnbuckles, pulleys, fairleads, brackets, support etc. - Check all electrical connections, wiring, etc. ELY Batt. ok till 8-83. Check behind instrument panel - OK. It is certified that this airplane is in an airworthy condition.				<p>Thomas B. Stetula            A+P 694091</p>

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

# AIRCRAFT LOG

VOR Receiver operation checked  
in accordance with FAR 91.25

DATE

REMARKS

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Date	Bearing error	Place	Signature
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10/20			
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## AIRCRAFT LOG

VOR Receiver operation checked <small>in accordance with FAR 91.25</small>				DATE	REMARKS <small>Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in location of engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.</small>
Date	Bearing error	Place	Signature		
1982	VOR 1   VOR 2			19__	
10-30	Tach reads;	11649.3			Installed Delco alternator part # DEF10300I serial # 2080778 at this time. Test run + checks O.K.  <div style="text-align: right; margin-top: 20px;">                         Jeffrey M. Boshart                          AP 61481899                     </div>

# AIRCRAFT LOG

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
JAN, 18, 1983			COMPLETED WITH BENDIX MAE REPLACED 2 DIST. GEARS				82-11-05  Van Buren A+P 1175163
APRIL 23/83	PAINT SHOP	NEW ALUMI GRIP PAINT	GRAND BEND ONTARIO (BRUCE + RICK BIRD 519-238-2869)				
April 29, 1983	Tech work;	Kolo O. 2	Replaced panel light and radio light switches. Screwed work studs & replaced new new light bulb				Jeffrey M. Borkait A+P 21481899

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Date	Bearing error	Place	Signature		
1986	VOR 1   VOR 2			19__	
1-3	TACH; 1726.4				Drain fuel system, replace fuel caps with Perma service cap SK17739 and fill tanks. Install new transponder antenna. Install King Leon-C and antenna I/4W DC 43-13-14 + 2 and King service instructions. New LH + bal as follows EMPTY WT 1601.24 CG 104.48 MOMENT 167308.47
I CERTIFY THAT THIS <u>Cessna Aircraft</u> HAS BEEN INSPECTED IN ACCORDANCE W/A <u>Perma</u> TYPE INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION. A.B. SUMMARY TO <u>85-26</u> CHECKED. SEE LISTING IN REAR OF LOG. OPERATIONAL CHECK SATISFACTORY.					
SIGNATURE <u>John M. Sashant</u> CERT No. <u>111521481899 I.D.</u> TOTAL TIME <u>1726.4</u> TACH <u>1726.4</u> DATE OF INSPECTION <u>1-3-86</u>					

Checked  
 9-9-83  
 Eastern Avionics Radio Shop, Inc.  
 28000 A-12 Airport Rd.  
 Punta Gorda, Florida 33582

Prod No 2034 C 208 S/N 720974

177B 17701867

A/C 2

MEMORANDA

CMS MARVEL SCHUBER 10-5034 - S/N 3013-785

Date	AD NOTES CON.
	70-24-04 FULL SHUTOFF DNA KATR SER <sup>4</sup> <i>B. Hill</i>
	71-01-03 CRACKS IN STAB. ATTACH " " " <i>B. Hill</i>
Prod	70-04-01 DNA DIFF. MODEL (MID BUDS + TOP KINWRE) <i>B. Hill</i>
"	77-17-09 DNA (HUB CRACKS) DIFF MODEL <i>B. Hill</i>
Q1	80-25-07 OIL COOLER DNA DIFF MODEL <i>B. Hill</i>
	81-18-04 RI OIL PUMP, (SHE W/ LOG) <i>B. Hill</i>
	82-11-05 BENDIX MAG RECALLED DIST. FLANK <i>Van Buren</i> APR 11 1982

THE SECTION  
 DATE TIME  
 CERT NO  
 SIGNATURE  
 CHECKED. SEE LISTING IN REPT OF LOG  
 CONDITION A.D. SUMMARY TO  
 WAS DETERMINED TO BE IN A SUFFICIENT  
 TYPE MORE THAN  
 HAS BEEN INSPECTED IN ACCORDANCE

OIL POOLU STRAWN WAREHOUSE  
MODEL 840612  
SN 12164

MEMORANDA

RET. SMRC 7 7A-1-123  
CAS. 4 C 589501-0102 S/N 9976

Date

9/1/70 @w 4-4-79 . 5-25-81 (ALT. 6-27-80) 7-9-82

9/1/77 @w 3-7-78, 4-4-80, 7-7-82

ALT. DUE 1 AUG 83

1/c,

177B - 17701867

MEMORANDA

Date	AIRWORTHINESS DIRECTIVES	353043 AIP	
72-03-03	NOT APPLICABLE; SERIAL NO.	JE Minnoch	
76-04-03	NOT APPLICABLE; NO AUTOPILOT.	JE Minnoch	
76-14-08	NOT APPLICABLE, SERIAL NO.	JE Minnoch	
76-21-06	NOT APPLICABLE, SERIAL NO.	JE Minnoch	
74-18-15	HIGH FLT. SUPPRESSOR P/C/W	JE Minnoch	
74-20-10	" " D/N/A NO LITHIUM BATTERIES	Buo Bentley AP2090126A1	
72-6-5	MARVEL-SHEBLER SAFETY WIRE CRAB P/C/W	Buo Bentley AP2090126A1	
77-12-08	APU PWR. RECP. D/N/A BY SERIAL NO.	Buo Bentley AP2090126A1	
11-13-78	78-18-04	BENDIX MAG. C/W BY PIER AIRMOTION	Buo Bentley AP2090126A1
002 11-13-78	78-09-07	" " " " " "	Buo Bentley AP2090126A1
	79-18-06	BENDIX MAG. C/W BY INSPECTION OF BLOCK + STAMPED WITH	Buo Bentley AP2090126A1
	79-10-14	FUEL VENT CAPS DNA BY SIN	Buo Bentley AP2090126A1
	79-08-03	CIGAR LIGHTER DNA NO LIGHTER	Buo Bentley AP2090126A1
	75-07-02	AIR FILTER SEAL DNA	Buo Bentley AP2090126A1
	74-16-06	OIL LIND PCW	Buo Bentley AP2090126A1
	71-01-03	CRACKS IN STABILATOR DNA	Buo Bentley AP2090126A1