



# AIRCRAFT LOG AND MAINTENANCE RECORD

Record of CESSNA 414A 414A-0070  
Make Model Serial Certificate

With Engine TCM TS10-520-N L-514308 R-514325  
Make Model Serial

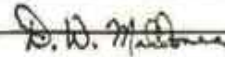
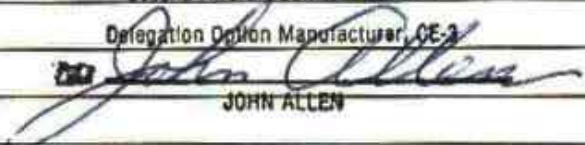
From \_\_\_\_\_ 19\_\_\_\_ to \_\_\_\_\_ 19\_\_\_\_

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

Owner \_\_\_\_\_

Address \_\_\_\_\_



VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error VOR 1 VOR 2	Place	Signature	19 <u>78</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.
					<p>This aircraft has been inspected and found in compliance with the requirements of FAR 21.183 and all additional mandatory changes.</p> <p>The transponder S/N <u>N/A</u> was inspected and tested on <u>N/A</u> and is in compliance with FAR 91.177.</p> <p>The static pressure system was inspected &amp; tested <u>6-21-78</u>.</p> <p>The altimeter (s) have been inspected &amp; tested and are in compliance with FAR 91.170 to an altitude of <u>35,000</u> feet.</p> <p>L. <u>5213</u> Date <u>4-4-78</u> and R. <u>N/A</u> Date <u>N/A</u>.</p> <p>Altimeter (s) have not been adjusted. First adjustment L. <u>N/A</u> feet R. <u>N/A</u> feet. Second adjustment L. <u>N/A</u> feet, R. <u>N/A</u> feet. Standard Airworthiness Certificate dated <u>6-21-78</u> has been issued by undersigned.</p> <p style="text-align: right;">             D. W. Wallace            Cessna Aircraft Co., Wallace Div.            Delegation Option Manufacturer, CE-3              JOHN ALLEN         </p>



VOR Receiver operation checked  
in accordance with FAR 91.25

Date	Bearing error		Place	Signature
	VOR 1	VOR 2		

DATE  
19 78

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.

INSTALLED FOLLOWING AVIONICS -  
 BENDIX FCS 870 A/P-FD. BENDIX BX-2000  
 2011 NAV COM, TRP-2061 ATC, 2070 H/F  
 2031 DME, 8FD HFD SLAVED GYRO  
 SYSTEM, SP6A FLIGHT DIRECTOR WITH  
 COLLINS 332 D11A VERT. REF. SEE FURTHER  
 DETAILS ON FORM 337 THIS DATE.  
 WEIGHT & BALANCE REVISED. EQUIPMENT  
 LIST REVISED.

The BENDIX TRP-2061A transponder S/N N.A.  
 was tested and installed on 10-9-78, and is in  
 compliance with FAR 91.177

Camel K. West

AVIONICS SPECIALTIES, CRS # 210-12

Camel K. West  
 A1793374

Empty weight	4710.51
cc	155.02
MOMENT	730224.05
USEFUL LOAD	2039.49



in accordance with FAR 91.25

DATE

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Date	Bearing error		Place	Signature
	VOR 1	VOR 2		

19 78

NOV - 17

H.M. 98.9. Performed ANNUAL INSPECTION CHECKED ALL CONTROLS + CABLES, CLEANED + GREASED ALL WHEEL BRAKES, CHECKED BRAKES, PERFORMED GEAR RETRACTION CHECK + SERVICED SYSTEM, C/W SLMF 77-34 TRIM SYSTEM INSP, REPAIRED BOTH HYD FILTERS, C/W AD 72-14-8 Flex Fluid Hose IN SA AD 75-23-08 EXHAUST INSP AD 76-02-07 ALTERNATOR BEARING INSP + LUBRICATION + OTHAER ROUTINE MAINT. PUFF COOL FLOW IN CRU. 41214M, AD'S CHECKED THEN 78-22

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

B. Fowler CRS 3844/98.9/NOV-17-78  
Signature Number Time Date

Gen A.C. INC





DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
June 18, 1979	T.	421.4	Replaced right aux. electric pump.				L. Hall AIP 506700946
June 20, 1979		424.4	Oil change - see engine log.				
Oct 2, 1979		532.5	Replaced both main tires				L. Hall AIP 506700946
10/16/79	Hours: 559.7 - COMPLIED WITH THE FOLLOWING SERVICE LETTERS AND/OR KITS:						
	S.L. MR 79-11 PER SL 93A-93A, SK 414-12 BY INSTALLING PLATE AND REUSING WEIGHT AND BALANCE RECORDS. NEW WEIGHT & BALANCE FIGURES AS FOLLOWS: BASIC EMPTY WEIGHT: 4739.5 lbs						
	EW GG.: 155.07						
	USEFUL LOAD: 2015.5						
	James A. Otk MONARCH AVIATION, Inc FAA REG. ST. #4372						

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

VOR RECEIVED OPERATIONAL LICENSE  
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.

JANUARY 14, 1980			HOBBS	629.5	INSTALLED SK 421- <del>87</del> 87 HEATED WINDSHIELD STATIC DISCHARGE MODIFICATION, AS PER SERVICE KIT INSTRUCTIONS.
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Date JANUARY 14, 1980 Total Time 629.5

Location of Repair INSTALLED SK 421-~~87~~87

"This aircraft, aircraft engine or components was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to Service. Pertinent details of the repair are on file at this repair station under

Order No. 2257

SIGNED *Leo Shaper*

(signature of authorized representative)

TRANS-WEST AIR SERVICE REPAIR STATION No. 4683  
SALT LAKE CITY, UTAH"

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT	
					HOURS	10THS		
19 JUNE 2 1980	TT 771.6	COMPLETED	100 HR INSPECTION		14	AW	CESSNA 414A	
			SERVICE MANUAL, NOSE WHEEL BEARINGS REMOVED, REPACKED, AND REINSTALLED. FOLLOWING ITEMS HAVE BEEN REMOVED AND REPLACED; RIGHT LANDING LIGHT, PITOT SUMP WATER SEPARATOR, ELT BATTERY <del>REMOVED</del> REINSTALLED WITH OVERDUE BATTERY.				<i>Garrett Slin</i>	
			Date <u>JUNE 2 1980</u>				Total Time <u>771.6</u>	
			Location of Repair <u>ANNUAL</u>					
			"This aircraft, aircraft engine or components was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to Service. Pertinent details of the repair are on file at this repair station under					
			Order No. <u>10482</u>					
			SIGNED <u><i>Lee Stave</i></u>					
			(signature of authorized representative)					
			TRANS-WEST AIR SERVICE, REPAIR STATION No. 4683 SALT LAKE CITY, UTAH"					
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE								

VOR Receiver operation checked in accordance with FAR 91.25			DATE	REMARKS
Date	Bearing error VOR 1   VOR 2	Place	Signature	<small>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.</small>
			19__	
JUNE 26 1980				INSTALLED NEW ELT BATTERY DUE NOV 81 KJohm - ASP 528021145
OCT 9, 1980				BENDIX TRANSPONDER BX7000 CERTIFIED AS PER FAR 91.177 AND FOUND TO Comply. CRS DOT-13 Charles A. Barnes
Oct 17, 1980				REPLACED RIGHT LANDING LIGHT BULB TT 851.6
				Date <u>OCT 17, 1980</u> Total Time <u>851.6</u> Location of Repair <u>LANDING LIGHT RIGHT SIDE</u> This aircraft, aircraft engine or components was repaired and inspected in accordance with current Regulations of the Federal Aviation Agency and is approved for return to Service. Pertinent details of the repair are on file at this repair station under Order No. <u>19-719</u> SIGNED <u>[Signature]</u> (signature of authorized representative) TRANS-WEST AIR SERVICE, REPAIR STATION No. 4683 SALT LAKE CITY, UTAH



FOR REPAIR OR MAINTENANCE  
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		

80  
3 Dec  
Replaced left Fuel Booster Pump in accordance with Cessna 414 service manual

Date 3 Dec 80 Total Time 909.1

Location of Repair Fuel Pump

"This aircraft, aircraft engine or components was repaired and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for return to service. Permanent records of the repair are on file at this repair station under

Order No. 10873  
SIGNED [Signature]  
(Signature of authorized representative)

TRANS-WEST AIR SERVICE, REPAIR STATION No. 4683  
SALT LAKE CITY, UTAH

VOR Receiver operation checked  
in accordance with FAR 91.25

DATE

REMARKS

Date	Bearing error		Place	Signature
	VOR 1	VOR 2		

19 \_\_\_\_

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

Date	Bearing error	Place	Signature	REMARKS
	VOR 1	VOR 2		
				C/W AD 81-11-5 insp only on engine bearings check blow down system on gear.
				C/W AD 80-9-10 by overhauling heater maintenance
Herbbs		1099.7		Verify that this aircraft has been inspected in accordance with a <u>Annual</u> inspection and <u>Release</u> in back of This Log was determined to be in airworthy condition.
TIA		1099.7		Pertinent details of the repair are on file at this <u>Herbbs Meter on Heater</u> agency under
				Work Order No. <u>15325</u> Date <u>6-17-81</u> C/W ME 81-9 bearing
				Signed <u>Wayne O'Hare</u> Insp C/W ME 81-12 Uplock
				<b>MONARCH AVIATION, INC.</b> Net List of Ads in back
				FAA REPAIR STATION # 4372 of This Log
				<b>MONARCH AVIATION, COLORADO</b>
				THIS TRANSPONDER, SER. NO. <u>1935</u>
				HAS BEEN TESTED IN ACCORDANCE
				WITH F.A.R. PART 91.177 DATE <u>5-24-82</u>
				SIGNED <u>Mark Hodges</u>
				KINGS AVIONICS, INC. 311-7A

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 82	TT 1309.1		Complied with Service Letter ME 82-2 Landing Gear Actuator Bearing Inspection. Complied with AD 81-11-05 By INSPECTING ENTIRE Mount BEAMS FOR CRACKS AS PER Cessna SERVICE LETTER ME 81-10. No CRACKS FOUND AT THIS TIME.				
			<p>THE AIRCRAFT IDENTIFIED WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR(S) ARE ON FILE AT THIS STATION UNDER</p> <p>WORK ORDER NO. <u>0448</u></p> <p>DATE <u>FEB 18, 1982</u></p> <p>SIGNATURE <u>[Signature]</u> (Authorized Individual)</p> <p><b>TIGER AIR</b> <b>SALT LAKE CITY</b> <b>F.A.A. CERTIFIED</b> <b>REPAIR STATION #D-07-22</b> <b>2382 WEST 580 NO., SLC, UT. 84116</b></p>				
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

in accordance with FAR 91.25

Date	Bearing error		Place	Signature
	VOR 1	VOR 2		
82				

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.

MARCH 31, 1982 HOBAS 13635 REPLACED BOTH MAIN TIRES. REPACKED MAIN WHEEL BEARINGS. REPLACED LEFT BRAKE LININGS. COMPLIANT WITH SERVICE LETTER ME 81-78. BY INSTALLING SERVICE KIT SK 421-107

Service letter ME 81-3321  
Complied with L. changes

THE AIRCRAFT IDENTIFIED WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR(S) ARE ON FILE AT THIS STATION UNDER

WORK ORDER NO. 08954 0894

DATE 7201 31, 1982

SIGNATURE [Signature]

(Authorized Individual)

TIGERAIR  
SALT LAKE CITY  
F.A.A. CERTIFIED  
REPAIR STATION #D-07-22  
2382 WEST 580 NO., SLC, UT. 84116



VOR Receiver operation check  
in accordance with FAR 91.25

DATE

REMARKS

Date	Bearing error		Place	Signature
	VOR 1	VOR 2		

19 \_\_\_\_\_

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THE ALTIMETER AND STATIC SYSTEM  
TESTS REQUIRED BY FAR PART 91.170  
HAVE BEEN DONE AND THE ALTIMETER  
HAS BEEN TESTED TO 25,000 FT.

SIGNED *[Signature]* DATE 7-12-82  
INTERWEST AVIATION S.I.C. C.R.S. 4002

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
	8-17-83		Hour Meter	1734.0			
<p>I CERTIFY THIS AIRFRAME HAS BEEN INSPECTED (EASTON AIR SERVICE MANUAL) IN ACCORDANCE OF AN ANNUAL INSPECTION I WAS FOUND TO BE IN AN AIRWORTHY CONDITION. E/W AD 81-4-05 PER SERVICE LETTER ME 81-10 ON LEFT ENGINE. GRENSEY ALL WHEEL BEARING, CONTROLS. EFT DUE IN 1985 AD 81-4-05 DUE AT 1934.0 Hours.</p> <p style="text-align: right;">W. J. P. [Signature]</p>							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

in accordance with FAR 91.25			DATE
Date	Bearing error	Place	Signature
	VOR 1   VOR 2		

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

2-27-84 1739.8 Hobbs. Installed new battery (Acft.) C/w AD 84-03-04  
Wind shield Insp. per ME 83-33.

THE AIRCRAFT COMPONENT IDENTIFIED WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT FEDERAL AVIATION REGULATIONS AND IS APPROVED FOR RETURN TO SERVICE. PERTINENT DETAILS OF THE REPAIR(S) ARE ON FILE AT THIS STATION UNDER

WORK ORDER NO. 0234  
DATE 2-27-1984  
SIGNATURE Rich Hutton

(Authorized Individual)

TIGER AIR  
SALT LAKE CITY  
F.A.A. CERTIFIED  
REPAIR STATION #D-07-22  
2882 WEST 580 NO., SLC, UT. 84116



in accordance with FAR 91.23

Date	Bearing error		Place	Signature	19 <u>84</u>	Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes to 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				

6-6						S/N 1935
						I certify that the <del>BENDIX PR2060</del> ATC Transponder has been functionally tested per FAR 43, appendix F, to comply with FAR 91.36 (b) (Encoding Altimeter) and FAR <del>91.172</del>
						I certify that the <del>Altimeter &amp; Static system test required by FAR 91.171</del> have been performed. The Altimeter was tested to <del>30000</del> feet per Part 43 E(6).

						S/N #16780 #2 M5123
						AEROMECH U.I.
						H. H. H.
						I certify that the Altimeter & Static system test required by FAR 91.171 have been performed. The Altimeter was tested to 30000 ft. per Part 43 E(6). AIRPORT ELECTRONICS, INC. FAA Approved Repair Station #4501 AURORA AIRPORT - AURORA, OREGON

6-21-84	1780.3					Hobbs. - Removed and replaced PIC Battery Paul D. Howard Reg 484380758
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19	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
8-10-84	HOBBS	1794.1	THIS AIRCRAFT HAS BEEN INSPECTED I.A.W. 50 HR INSPECTION AS PER CESSNA SERVICE MANUAL P/N 788-25-13, WHICH MEETS REQ. OF FAR 43 & 135 OPS. SPECS. REPLACED L. H. VOLTAGE REGULATOR. REPLACED BATTERY.				
<p style="text-align: center;">I CERTIFY THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH A 50 HR INSPECTION AND HAS BEEN FOUND TO BE IN AIRWORTHY CONDITION.</p> <p style="text-align: center;">HOBBS  FLIGHT TIME 1794.1 TOTAL TIME 1794.1  DATE 8-10-84 SIGNATURE <u>J. R. McBride</u>  A &amp; P # <u>518465132</u></p>							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

FOR RECORD USE ONLY  
In accordance with FAR 91.25

DATE

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Date	Bearing error		Place	Signature
	VOR 1	VOR 2		

19\_\_

9 14 84 11081

Performed 100 hr. gear retraction & gear up & letdown & O&A for gear.

AAR WESTERN SKYWAYS, INC.  
PORTLAND TROUTDALE AIRPORT  
TROUTDALE, OREGON 97060

CHIEF INSPECTOR  
RS4110

9-18-84 AIRCRAFT RECORDER 1801/5 100 HR. INSPECTION COMPLETED THIS DATE I/A/W CASSNA SERVICE MANUAL P/W D2050-13-22 WHICH MEETS MAINT. REQUIREMENTS OF HORIZON AVIATION'S 13.5 OPS SPEC'S LUBED ALL CONTROLS INSPECTED ONBOARD EMERGENCY EQUIPMENT AS PER NFPA10 & 13.5 OPS SPEC'S. EXT BATTERY DUE REPLACEMENT 1-85 OPS CHECK OK C/W AD 8207-03 I/A/W JANITROL MAINTENANCE MANUAL NO DISCREPANCIES NOTED AT THIS TIME COMPLIANCE THIS AD DUE AGAIN AT AIRCRAFT RECORDER 2004. A/H INBOARD DE-ICE BOOT ON ORDER A/C NOT CERTIFIED FOR FLIGHT IN KNOWN ICING CONDITIONS AT THIS TIME NEXT INSPECTION THIS A/C DUE AT AIRCRAFT RECORDER 1854

(SEE NEXT PAGE)

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19							
<p>I CERTIFY THIS <u>N/C</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>100HR</u> INSPECTION AND HAS BEEN FOUND TO BE IN AIRWORTHY CONDITION.</p> <p>TACH TIME <u>1804.5</u> TOTAL TIME <u>1804.5</u></p> <p>DATE <u>9-12-84</u> SIGNATURE <u>White K. G. [Signature]</u></p> <p>A &amp; P # <u>548277487 MGS</u></p> <p><del>I CERTIFY THIS _____ HAS BEEN INSPECTED IN ACCORDANCE WITH A _____</del></p>							
<p>CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</p>							

THIS LOG BOOK IS TO BE USED IN ACCORDANCE WITH FAR 91.25

DATE

REMARKS

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Date	Bearing error		Place	Signature
	VOR 1	VOR 2		

19 \_\_\_\_

~~I CERTIFY THIS Aircraft HAS BEEN INSPECTED IN ACCORDANCE WITH FAR 91.25 AND HAS BEEN FOUND TO BE IN AIRWORTHY CONDITION AS PER E.A.R. PART 135 MAINTENANCE REQUIREMENTS. TACH TIME \_\_\_\_\_ TOTAL TIME \_\_\_\_\_ DATE \_\_\_\_\_ SIGNATURE \_\_\_\_\_ A & P # \_\_\_\_\_~~

I CERTIFY THIS airplane HAS BEEN INSPECTED IN ACCORDANCE WITH FAR 91.25 AND HAS BEEN FOUND TO BE IN AIRWORTHY CONDITION. TACH TIME 1804.5 TOTAL TIME 1804.5 DATE 9-18-84 SIGNATURE James Busconhill A & P # 2030562 IA

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 <u>85</u> 3/27/85			repaired port lit at airspeed ind. replaced deice lite bulb, replaced RH landing lite bulb, repaired cleaned & painted battery box, repaired Crack in RH wheel well skin, replaced 3 broken propellers, deice lead wire bundles, replaced LH gov control rod end, CW AD 75-23-08 exhaust snap latch 50 hrs CW AD 76-02-07 alternator bearing insp each 100 hrs CW AD 74-26-02 replaced induction air filters ea 200 hrs.				
		Aurora State Airport	ALAIR AVIATION SERVICES, INC				Aurora, Oregon
		FAA Approved Repair Station SO3-15					
		Date	<u>27 April 1985</u>	Total Time	<u>1900</u>	Tach/HM Time	<u>1900</u>
		Completed	<u>Annual</u>	insp. & service IAW	<u>Cessna</u>	service manual	
		P/N	<u>748-26-13</u>	which meets requirements of FAR 43 & 135 ops specs.			
		Name	<u>Robert J. Emblemman A &amp; P 76293 Chief Insp</u>				
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

THIS RECORD IS TO BE USED IN ACCORDANCE WITH FAR 91.23

Date	Bearing error		Place	Signature	DATE	REMARKS
	VOR 1	VOR 2				
10 APR 185					19__	<p>AIRCRAFT RECORDER - 1930.4 INSTALLED NEW BRAKE DISC &amp; BRAKE LININGS 1/4 MAIN WHEEL INSTALLED NEW CROSSFEED DRAIN VALVE 1/4 SIDE - END - Michael B. Klopfer AIP 548272452</p>
6 18 85						<p>7/4/61 TACH 1971.1, C/W 50 hr insp. requirements per Cessna maintenance manual &amp; found airworthy for service. Prop. sync. insp. parts to be ordered. Repaired de-ice light wire Replaced O-ring on hyd. filter rt side - Replaced brake disc &amp; linings. C/W AD 75-23-08 Pres checked exhaust &amp; OK dia. 2021. C/W AD 76-02-07 (39,2500) Repaired both alternators due to long shipping &amp; reinstalled one at 2071. Both sides</p>

AAR WESTERN  
 SKYWAYS, INC.  
 PORTLAND-TROUTDALE AIRPORT  
 TROUTDALE, OREGON  
 F.A.A. APPROVED REPAIR STATION  
 NO. 4110

[Signature]  
 CHIEF INSPECTOR  
 RS4110

DATE 19 <u>85</u>	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
9-3	W/O 4/451	TACH 2034	Replaced avionics blower with new blower fabricated parts to fit new style blower & checked operation OK				Jack B. Richardson CHIEF INSPECTOR RS4110
	AAK WESTERN SKYWAYS, INC. PORTLAND-TROUTDALE AIRPORT TROUTDALE, OREGON FAA APPROVED REPAIR STATION						
9-5-85	W/O 4/457		Replaced both main tires & taxi lamp checked & OK				Jack B. Richardson CHIEF INSPECTOR RS4110
	AAK WESTERN SKYWAYS, INC. PORTLAND-TROUTDALE AIRPORT TROUTDALE, OREGON FAA APPROVED REPAIR STATION						

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

NO. 4110

in accordance with FAR 91.23

Date	Bearing error		Place	Signature
	VOR 1	VOR 2		

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.

9 12 85 51941

TACH 2034 Repair of prop de-ice harness & lighter wiring. checked OK. Prop ammeter still reads low. Jack B. Richardson

CHIEF INSPECTOR  
R64110

11-8-85 WORK ORDER 53271 HOUR METER 2057.0 COMPLETED ANNUAL INSPECTION IN ACCORDANCE WITH CESSNA MAINTENANCE MANUAL AND FOUND AIRWORTHY FOR RETURN TO SERVICE PART 91.169 OPERATION. THE ELT AND FIRE EXTINGUISHER WERE CHECKED AND FOUND O.K. FOR SERVICE. THE ELT BATT'S DUE REPLACE AT 6-86. The oxygen bottle and gear blowdown bottle hydrostatic tests will be due 7-87. REPLACED BUSHINGS IN ALTERNATE AIR DOOR. REMOVED LEFT ENGINE S/N 228244R AND INSTALLED ENGINE SERIAL NUMBER 514517 SEE ENGINE LOG FOR DETAILS. COMPLIED WITH AD85-13-03 R2 BY INSTALLATION OF SK414-19A ON LEFT ENGINE ONLY AND WILL BE DUE RADIOGRAPHIC INSPECTION AT 9600 HOURS TOTAL AIRCRAFT TIME. THE RIGHT ENGINE BEAM HAS HAD SK414-17

Jack B. Richardson  
CHIEF INSPECTOR  
R64110

over

DATE

19

*Handwritten notes in blue ink, including a signature and illegible scribbles.*

PREVIOUSLY INSTALLED AT APPROXIMATELY 1309.0 HOURS AND WILL BE DUE RADIOGRAPHIC INSPECTION AT 2869 HOURS AND EACH 1600 hours THEREAFTER UNTIL SK414-19A IS INSTALLED IN ACCORDANCE WITH CESSNA MEB 85-3R1. Complied WITH AD82-07-03 PERFORMED PRESSURE DECAY TEST AND O.K. DUE EACH 200 HOURS OF AIRCRAFT TIME OR 24 MONTHS. PERFORMED ANNUAL GEAR BLOWDOWN AND O.K. REMOVED DOUBLERS ON BOTH WINGS IN EXHAUST TRACK AREA, TREATED AND MADE AND INSTALLED NEW DOUBLERS. REPLACED RIGHT O.B. FLAP HINGE AND HENGE PIN AND FREED OTHER HINGE. TIGHTENED LEFT FUEL BOOST PUMP FITTINGS AND CHECKED FOR LEAKAGE AND O.K. REPLACED VACUUM FILTERS. REPAIRED LEFT FUEL SELECTOR VALVE HANDLE BY REPLACEMENT OF LOCKING BLADE AND INSTALLED REPAIR KIT. REPLACED NOSE WHEEL BEARINGS AND CONES. ADJUSTED AILERON AND ELEVATOR CABLE TENSIONS AND CHECKED RIGGING AND O.K. PERFORMED 1500 HOUR INTERVAL HYDRAULIC LEAKDOWN CHECK AND O.K. DUE AGAIN AT 2557.0. REPLACED HYDRAULIC FILTERS. REMOVED NOSE AND MAIN GEARS FOR TRUNNION INSPECTION AND LUBRICATION AND O.K. THE AIRCRAFT WAS TEST FLOWN AFTER REPAIRS AND AIRWORTHY.

SIGNATURE OF  
PILOT

AAR WESTERN

SKYWAYS INC.

PORTLAND-TRENTON AIRPORT

TROLD DALE, OREGON

F.A.A. APPROVED REPAIR STATION

NO. 419

*Handwritten signature in blue ink.*

CHIEF INSPECTOR

RS4110

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



## MEMORANDA

Date	
11/21/78	SLC VOT #1 $\pm 2^{\circ}$ $0^{\circ}$ $\pm 180^{\circ}$ #2 $\pm 1^{\circ}$ $0^{\circ}$ $\pm 180^{\circ}$ HOBBS 116.5 Al Phillips
1/4/79	SLC VOT #1 #2 NAV WITHIN $2^{\circ}$ HOBBS 152.4 Al Phillips
1/24/79	SLC VOT #1 #2 NAV WITHIN $1^{\circ}$ HOBBS 170.5 Al Phillips
3/29/79	#1 VS #2 NAV WITHIN $2^{\circ}$ V-21 G FFD HOBBS 254 Al Phillips
5/14/79	#1 #2 NAV. $-1^{\circ}$ $0^{\circ}$ $\pm 180^{\circ}$ SLC VOT. HOBBS 362 Al Phillips
8/9/79	#1 VS #2 WITHIN $2^{\circ}$ HOBBS 485 Al Phillips
9/27/79	#1 #2 $-1^{\circ}$ $0^{\circ}$ $\pm 180^{\circ}$ SLC VOT HOBBS 538 Al Phillips
10/31/79	#1 VS #2 VOR $\pm 1^{\circ}$ HOBBS 578 Al Phillips
12/6/79	#1 #2 NAV. $\pm 1^{\circ}$ SLC VOT HOBBS 608 Al Phillips
2/19/80	#1 #2 NAV. $-1^{\circ}$ SLC VOT HOBBS 679 Al Phillips
3/26/80	#1 #2 NAV. $-1^{\circ}$ SLC VOT HOBBS 707 Al Phillips
4-29-80	#1 #2 NAV. $-1^{\circ}$ SLC VOT HOBBS 742 Al Phillips
8-1-80	#1 VS #2 NAV. $\pm 1^{\circ}$ SLC VOR $161^{\circ}$ HOBBS 790 Al Phillips
9-12-80	#1 VS #2 NAV. $\pm 1^{\circ}$ SLC VOR $161^{\circ}$ HOBBS 827 Al Phillips
11-3-80	#1 VS #2 NAV $\pm 1^{\circ}$ Al Phillips
12-13-80	#1 #2 $-1^{\circ}$ SLC VOT HOBBS 914 Al Phillips
1-12-81	#1 #2 NAV. $360^{\circ}$ $\pm 180^{\circ}$ $-1^{\circ}$ HOBBS 967 Al Phillips



