

Instructions for the Use of Log Book

1. This log must always accompany the aircraft to which it refers.
2. No pages shall be torn from Log Book. No erasures, and all entries to be made in ink.
3. Original entries shall be made and signed by manufacturer or seller. All other entries shall be made by Pilot, Chief Mechanic, or other competent person authorized to do so.
4. On journey, the pilot is responsible for carriage of Log Book and entries or omissions therein. Failure to do so will be considered a serious neglect of duty.
5. Before departure on journey, pilot is personally to ascertain that entries in log have been made are correct, and then sign certificate to the effect.
6. Special data such as manufacturers notes, test data, reconditioning, etc., should be affixed to stubs provided for that purpose in the back of this book.
7. CAA-18-1 Repair and Alteration forms listed on last page.
8. This log book shall be available and produced, on demand of anyone so authorized.

PIPER AIRCRAFT CORP.—LOCK HAVEN, PA., U. S. A.

AIRCRAFT LOG

N 7367W License No.

Aircraft Name Piper Model PA-28-180 Serial No. 28-1249
 Engine Name Lycoming Model O-360-A3A Serial No. L-5950-36
 Description of Aircraft 4 PLM Standard T.C. No. 2A13
 Date of Manufacture
 Seating Capacity (including pilot) 4 Wt. Empty 1295 Gross Wt. 2400
 Make of Propeller Sensenich Hub Design No. A76EM8-0 Hub Serial 37405
 Blade Design No. Blade Serial Nos. 76EM8-0-60 8472K
 Owner
 Address

Transferred to Date

NOTICE:—Making false entries in this book is a violation of the Civil Aeronautics Act of 1938, punishable by Civil Penalty.

| Date | | Time in Air | | Passengers Carried | NATURE OF FLIGHT |
|---------------|---------|-------------|------|--------------------|--|
| Year | Mo. Day | Hrs. | Min. | | |
| 1963 | June 7 | 10 | 0 | | Feet & Ferry I HAVE INSPECTED THIS AIRCRAFT AND FOUND IT COMPLIES WITH THE REQUIREMENTS OF CAR 167 CERTIFICATE OF AIRWORTHINESS DATED <u>5-16-63</u> WAS ISSUED BY ME <u>Peter Dimonette</u> DMR 2048 |
| | 9 | 1 | 6 | | |
| | 11 | 3 | 5 | | |
| | 12 | 3 | 4 | | |
| | 15 | 8 | 6 | | |
| | 25 | 21 | 6 | | |
| | 26 | 1 | 5 | | |
| | 28 | 1 | 0 | | |
| | July 1 | 5 | 5 | | |
| | 7 | | 5 | | |
| | 10 | 1 | 9 | | |
| | 12 | 1 | 4 | | |
| Total Forward | | 59 | 5 | | |

Place of Last Airplane Overhaul

| REMARKS | SIGNATURE |
|---|---------------|
| <p>1963 1224 100h hrs this date - New Prop being installed. Battery serviced - wheel bearings repacked. controls checked. D.P. True 103-26 checked NOW AIRWORTHY</p> | |
| <p>I CERTIFY THAT THIS AIRCRAFT _____ HAS BEEN INSPECTED IN ACCORDANCE WITH A _____ INSPECTION AS RE- QUIRED BY CAR 43 AND FOUND TO BE IN AN AIRWORTHY CONDITION.</p> | |
| TACHOMETER READING | 176.00 |
| TOTAL TIME | 176.00 |
| DATE | 12-7-63 |
| SIGNATURE | Newey M Baulx |
| CERTIFICATE NUMBER | AP1325023 |

| | | |
|--|-------------------|---|
| Date 11-30-64 | Total Time 247.51 | The Following AD Notes Checked and Complied With. |
| <p>I Certify That This Aircraft _____ Has Been Inspected In Accordance With A ...100... hrs... Inspection And Found To Be In An Airworthy Condition.</p> | | <p>64-16-5. William C. Wick #AP1599677</p> |
| <p>James Edward Rodgers A&P # 1576900</p> | | |
| <p>All pulleys, cables, controls, Surges, brakes, skin checked, wheel bearings cleaned, checked and repacked. All work done under 4701309 and on file at Fleeman Flying Service, Monro, Louisiana.</p> | | |

Date 11-30-64 Total Time 247:51

I Certify That This Aircraft Has
Been Inspected In Accordance With A Periodic
~~Periodic~~ Inspection And Found To
Be In An Airworthy Condition.

Reginald T. Burgess

A & P 1392303 IA

Nov 5 1965 - Repaired small cracks top host stabilizer.
Removed flaps - installed wheels - greased wheel
bearings - serviced battery

TOTAL TIME 308 I certify this Aircraft

was inspected in accordance with Periodic
inspection and was determined to be in airworthy
condition. William J. Mott A & P 335287

Inspection Authorization

Oct 1 - 1966 Complied AD 66-23-2
Removed flaps - installed wheels
new brake linings - checked all
controls & fittings -

TOTAL TIME 365 I certify this Aircraft

was inspected in accordance with Annual
inspection and was determined to be in airworthy
condition. William J. Mott A & P 335287

Inspection Authorization

16-19-66 Replaced tachometer with new instrument zero reading,
old tach reading 406027 hrs. Curtis D. Keeley A&E # 16534

May 25-1967 Complied with AD 67-12-6
William J. Morala A&P 335287

Oct 18-1967 Replaced Flats - installed
wheels. Replaced Main Gear scissors
to comply with AD-67-20-4

TOTAL TIME 486 I certify this aircraft

was inspected in accordance with FAA

inspection and was determined to be in airworthy

condition, William J. Morala A & P 335287

Inspection Authorization

Oct 5-1968 Replaced Flats installed wheels packed
also wheel bearings - checked all cable & controls

TOTAL TIME 568 I certify this aircraft

was inspected in accordance with FAA

inspection and was determined to be in airworthy

condition, William J. Morala A & P 335287

Inspection Authorization

Sept. 16-1969 Packed wheel bearings
repaired windshield - Serviced battery
complied AD 69-9-3 Tach rod lined.
Tach Time 364
TOTAL TIME 670 I certify this Aug 5

was inspected in accordance with Annual
inspection and was determined to be in airworthy
condition. Hector J Monte A & P 335282

Inspection Authorization

MAY 25, 1970 T.T. 770 hrs Tach 364 hrs
Removal Prop M.76EMM 5/N 37405 and
installed new Prop 76EM8-0-60 5/N 8472K
as per Jensenich S.L. + S.B. R-14. Kenneth E. Strom
A-P 1590566

July 22, 1970 tach 364 hrs. Checked all controls, cables, pulleys,
fuselages, + bellcranks. Checked landing gear, checked elec.
system + serviced battery. Com AD 69-22-2 Control wheel insp.

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

392
406
998
770
208

Kenneth E. Strom A-P 1590566
MAINT. DEPT.
ST. CLOUD AVIATION INC.
Municipal Airport
St. Cloud, Minn. 56301

| Date | | Time in Air | | Carried |
|--|---------|-------------|------|---------|
| Year | Mo. Day | Hrs. | Min. | |
| 1970 | 10 18 | | | |
| Task 447 hrs Annual insp completed this date. Checked controls cables, pulleys, ball joints, & turnbuckles. Checked elec. system. Checked landing gear for security. A.D. 70-18-5 does not apply - previously done by A.D. 67-20-4. Installed new muffler P/N 69482-02 & tail pipe P/N 63666-02. AD 70-16-5 no longer applicable. | | | | |
| I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. | | | | |
| <i>James E. Strom</i> A+P 1590566 T.A. MAINT. DEPT. ST. CLOUD AVIATION INC. Municipal Airport St. Cloud, Minn. 56301 | | | | |
| Total Forward | | | | |

| | | | | |
|--|--|-----------------|--|-------------------|
| Date 2-29-71 | | Task time 5.25 | | Comply with |
| Service Bulletins 317, 326 and 327 were all pulled and checked out good. New brake lining was installed. in A+P 1979755 Kyle M. Kiecker | | | | |
| April 26, 1971 | | Receiving Meter | | Reading 6742 hrs. |
| Had year Renewed at Vicksburg Airport Tex. Major Opt. Work installing new struts 620824 62129-22. Install Turb. Vols. 62024 & install fire spin 62074. Make out Form 337 Dave Ryan. AVE 743718 T.J. Ryan | | | | |

| Year | Mo. | Day | | |
|------|-----|-----|----|---|
| 1970 | 8 | 23 | 71 | Installed brake lining & Service Brake Svc. A+P 1979755 Kyle M. Kiecker |

8-5-71 tach 619.41 hrs Annual Insp completed this date.
 Checked all controls, cables, pulleys, turnbuckles, hinges, & bellcranks.
 Checked elec system & lights. Added water to battery. Checked
 landing gear & repacked all wheel bearings. C/w A.D. 70-26-4 +
 71-14-6; Stabilizer balance arm & condy filter terminals.

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

Kenneth E. Strom R4P1590566 I.A.
 MAINT. D-PT.
 ST. CLOUD AVIATION INC.
 Municipal Airport
 St. Cloud, Minn. 56311

| Year | Mo. | Day | |
|---------|-----|-----|---|
| 9-22-72 | | | tach 728 hrs Annual Insp. Completed Date. Checked all controls, cables, pulleys, turnbuckles, & bellcranks. Checked fuel system for dirt, water, & leaks. Checked elec system & serviced battery. Checked landing gear C/w AD 72-8-6 torque. Replaced C/w 72-14-7. Hub huge bolt torque. I certify that this Aircraft has been inspected in accordance with an Annual inspection and was determined to be in an airworthy condition. Kenneth E. Strom R4P1590566 I.A. |

July 6, 1973 TACH 889.61 Replaced one bearing
 (P/N # 13889 Timber) nose axle tube P/N
 86062-56 & replaced bearings and
 inspected fork leg for damage.
 R4P 3195867
 Jan A. Mumley

| Mo. | Day | |
|-----|-----|---|
| 11 | 20 | 73 Annual Inspection - Tach 989 |
| | | Replaced both L. gear cylinders Part No. 68496-00 All torque. links with new type - AD 70-26-f complied. Stab. Bal. rot. arm - install new brake lining Repaired door handle - repaired baggage lock - |

DATE 11-20-73 T.T. 989
 I CERTIFY THIS Aircraft HAS
 BEEN INSPECTED IN ACCORDANCE WITH
 Annual INSPECTION AND WAS
 FOUND TO BE IN AIRWORTHY CONDITION.
 Everett E. AT 1207814
 AUTOMOTIVE ENTERPRISES, INC.
 Becker, Minnesota 56401

Forward
 ce of Last Airplane Overhaul
 e of Last Overhaul

Date 8-22-74 Tach Time 1179 The following repairs
 were made carb heat shroud, replace exhaust
 gasket. Plugs cleaned + mag checks. Replace brake
 lining + fuel gauge. Replace EGT gauge
 Installed new main stab bearings.
 A & P 1979255
 Lyle M Kiecker

| | | |
|---------------|--|---|
| | | DATE 9-20-74 TACH 1187 |
| | | I CERTIFY THIS AIRCRAFT ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH ANNUAL INSPECTION AND FOUND TO BE AIRWORTHY. Larry Haugerson A&P 1495765 IA |
| | | 9-20-74 INSTALL New AIR SPEED #550-600 TURN Y BARR SER # A 338 D. G. SER # 7751 Larry Haugerson A&P 1495765 |
| Total Forward | | 11-30-74 CHANGE D.G. SER # 8016 Larry Haugerson 1495765 |

1-8-75 TACH 1280 HR

INSTALL NARCO MH 12 PANCL UNIT 57 LBS
NARCO MH 12 POWER UNIT 3.9 LBS
NARCO VOAG MOB HEAD 1.75 LBS
NARCO AT50 TRANSPONDER 3.0 LBS

See New WT & BALANCE SHEET FOR WT. CHANGE
Jany Haageron #88 14 95 765

REMARKS

SIGNATURE

ROBERTSON STOL MODIFICATION INSTALLED

total 1306.88

SEE FAA FORM 337 DATED 2-25-75

WEIGHT INCREASE 260 LBS AT 120.7 INCHES

Jany Haageron
SIGNATURE A & P CERT. NO. 1485975

Juan Rivera, Inc.
PAN AIR CORPORATION 2-25-75.
FAA CERTIFICATED REPAIR STATION #3825
NEW ORLEANS 26. LA. #10.5772

| Date | | Time in Air | Passengers | Carried | |
|----------|---------|-------------|------------|---------|---|
| Year | Mo. Day | Hrs. Min. | | | |
| 3-18-75 | TACH | | 1326 | | CHANGE DG # 8011 Jany Haageron #88 14 95 765 |
| 8-24-75 | | Tach 1391 | | | oil change + AD note |
| 25-08-84 | | comply with | | | + spinner replace #P 1929255 Lyle Kieker |

| REMARKS | | SIGNATURE |
|---|--|--|
| DATE <u>9-2-75</u> TACH <u>1480</u> | | |
| I CERTIFY THIS AIRCRAFT ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND FOUND TO BE AIRWORTHY. | | |
| <u>Jerry Haugen</u> A&P 1495765 IA | | |
| Date <u>10-2-75</u> Tach Time <u>1497</u> Install new D.G. Ser. # <u>14702</u> Model <u>200-5A2</u> | | |
| | | <u>Arp 1979755</u> <u>Lyle Kieker</u> |

| Date | Time in Air Hrs. Min. | Passengers Carried |
|---|-----------------------|---|
| Year Mo. Day <u>9-28-76</u> | <u>1338</u> <u>91</u> | |
| DATE <u>9-28-76</u> TACH <u>1773</u> | | <u>CH AD 76-7-12 Bendix</u> <u>ING. SW. PAR A 10.123</u> <u>CH OK</u> |
| I CERTIFY THIS AIRCRAFT ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND FOUND TO BE AIRWORTHY. | | |
| <u>Jerry Haugen</u> A&P 1495765 IA | | |

| REMARKS | SIGNATURE |
|---|------------------------------|
| <u>Tack</u> | |
| <u>11/29/76</u> | |
| <u>Installed Narco 6110 + UDI-3</u> | |
| <u>DME - New w/ + Bal. EW = 1335.1 CR - 86.5</u> | |
| <u>UL 107649</u> | |
| MAINTENANCE RELEASE | |
| aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under work order No. _____ | |
| Date _____ | FAA Certified Repair Station |
| Signed _____ | for _____ |
| Faribault Municipal Airport | |
| Faribault, Minn. | |

| Date | | Time in Air | | Passengers Carried | NATURE OF FLIGHT |
|---|---------|-------------|------|--------------------|------------------|
| Year | Mo. Day | Hrs. | Min. | | |
| 76 | 11 29 | 1838 | 91 | | |
| <p>I certify the Xpdr in this A/c meets tests of FAR 43 appent in compliance with 91.177.</p> <p>ATSOA S/N 31995</p> <p>Don Van Der Veer Engle Aviation</p> | | | | | |

| REMARKS | SIGNATURE |
|--|--|
| TACH 1995 7-21-77 INSTALL AIR SPEED PIPES | 50 SER # 550H Terry Hoagwood 149575 |

| Year | Mo. | Day | Time in Air | Passengers Carried | REMARKS |
|------|-----|------|-------------|--------------------|---|
| 8 | 12 | 2019 | 34 | | <p>Installed King KR-86 S/N 12641 + KMA-20 S/N 26106. New Wt+Bal: EW= 1344.3 lbs C-MAINTENANCE RELEASE 1055.7</p> <p>The aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy for return to service. Pertinent details of the repair are on file at this agency under work order No. <u>6601</u>.</p> <p>Date <u>8/12/77</u> FAA Certified Repair Station 3405 Signed <u>Don Van Der Veer</u> for</p> <p>Foribault Municipal Airport Foribault, Minn.</p> |

Place of Last Airplane Overhaul

DATE 9-2-77 TACH 2055 INSTALL NEW ELT BATT. DUE 1 JULY 1979

I CERTIFY THIS AIRCRAFT ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND FOUND TO BE AIRWORTHY.

Wm. H. Haggman A&P 1495765 IA

DATE 9-22-78 TACH 2184 SPINNER REMOVED, NEW BULK HEAD ORDER

I CERTIFY THIS AIRCRAFT ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND FOUND TO BE AIRWORTHY.

Wm. H. Haggman A&P 1495765 IA

ELT BATT DUE JULY 1979

| Date | | | Time in Air | | Passengers Carried | NATURE OF FLIGHT |
|------|-----|-----|-------------|------|--------------------|--|
| Year | Mo. | Day | Hrs. | Min. | | |
| 78 | 9 | 22 | | | | |
| | | | | | | <p>Tach 2284 Inspected all control cables, bellcranks, pulleys and pushrods, Lubed stab. trim, repacked all wheel bearings, checked brakes, checked battery, ELT Battery due replacement; inspected control surfaces for security, attachment, & freedom of movement. I certify this Airframe has been inspected I. A. W. AN ANNUAL inspection and was determined to be in Airworthy condition.</p> <p><u>R. D. H. Haggman</u> A&P 473622336 IA.</p> |

8/10/81

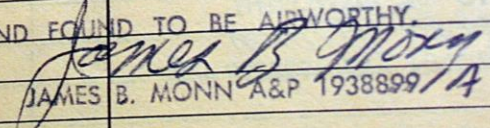
Checked all controls, cables & pulleys, A/C structure, landing gear, service battery, checked lights. Replaced ELT battery, expiring July 1983. Checked and listed AD's on sheet attached to rear of this log.

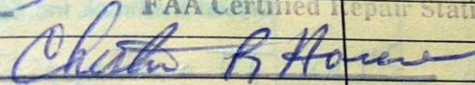
DATE 10/3/81 TACH 2352.28 TT

I CERTIFY THIS AIRCRAFT ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH A ANNUAL INSPECTION AND FOUND TO BE AIRWORTHY.

James B. Monn
JAMES B. MONN A&P 1938899 IA

TT PROP
from owners estimate

| Date | | Time in Air | | Passengers Carried | NATURE OF WORK |
|--|---------|--------------|------|--------------------|---|
| Year | Mo. Day | Hrs. | Min. | | |
| 83 | 8 2 | | | | Checked Control Cable, Galley, Servicing, Checked Cylts. Replaced F&T Battery. (good to 10/1/84). Replaced Brake pads. Serviced Main Struts. AD's ruled rear of this log. |
| DATE 8/2/83 | | TACH 2374.78 | | 11 P 200 unknown | |
| I CERTIFY THIS AIRCRAFT ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH ANNUAL INSPECTION AND FOUND TO BE AIRWORTHY. | | | | | |
|  JAMES B. MONN A&P 1938899/A | | | | | |

| | | |
|---|-----------------------------------|--|
| 11-18-83 | TACH 2888.97 | Replace magneto switch - Key PK 695 |
| MAINTENANCE RELEASE | | |
| The aircraft and/or component identified above was repaired and inspected in accordance with Federal Air Regulations and was found airworthy for return to service. | | |
| Date 11-18-83 | FAA Certified Repair Station 3405 | |
| Signed  | | |
| 1-20-84 | Tach 2406.38 | Replaced left exhaust stack P/N-63726-02. Right stack welded and reinstalled with new gaskets and studs. Randy Schella A/P 477726455 |

| Year Mo. Day | Hrs. | | |
|---------------------------------------|-------------|---|---------------------|
| JUNE 12, 1984 | TACH 2408.1 | REPAIRED CORRODED ARGA IN FIREWALL REF 337 FORM IN REAR OF REAR. REF 4013554 | MAINTENANCE RELEASE |
| | | The component identified was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repairs are on file at this repair station under Work Order 13554 | |
| | | Bills 6/24/84 Signed <u>Michael W. Zullo</u> for CRS 3009 Crystal Shamrock, Inc. 6000 Douglas Drive No., Mpls., MN 55429 | |
| Sept 20, 1984 | 2440 | TT. Inspect airframe at Tubo. Inspect Fuel Systems. Inspect battery + lights. I certify that I have inspected this aircraft in accordance with an annual inspection & found it to be airworthy except for: (1) Nose wheel rubber bumper broken (2) Left wing fuel tank leaking. | |
| Total Forward | | | |
| Place of Last Airplane Overhaul | | | |

(3) Pos. Both cable insulation bad. (4) FLT battery dup
 Oct 1st (5) No placard on carb. heat knob. (6) No
 compass card. (7) AD Search not complete. (8) Rudder
 cracked (9) R wing rubber seal missing on bottom. (10) R
 main brake hose bad. (11) Both wings have unsecured
 wiring. (12) R wing has unairworthy case connection. (13)
 R wing clevis bolt upside down. (14) Hand brake bolt hole
 elongated. (15) Corrosion in wings. (16) Nica press sleeve
 at battery box incorrectly installed. (17) Nose wheel steering
 cap loose - steers hard. (18) Both brakes leaking fluid. (19) Both
 gear drag links loose. (20) Main wheel 5 & 4 rabe unairworthy.
 (21) interior upholstery supports combustion. The owner
 is hereby provided a list of discrepancies. Ams
 A+P 471460566 AT

| Year | Mo. | Day | |
|--|-----|-----|--|
| 1984 | Oct | 1 | Installed new nico press sleeve at A wire per (12) above. I installed new cable & sleeve at bat box per item (14) above. Down jump A/P 4714056 |
| | 10 | 10 | 84 |
| I certify that this Aircraft IS safe for ferry flight to Lone Rock Wis. to have discrepancies found on Annual Inspection. This is a one time flight. Day VFR Single Pilot. This IS to be done within 3 weeks from this date. | | | |
| Mark Hall A/P 475700323 | | | |

| | |
|-------------------------|---|
| 2-13-85 | Replaced nose wheel bumper, removed left fuel tank, disassemble & re-seal, re-install (see form 337 in A/C records, replaced pos battery cable, replace FLT Batt, due Nov 84, Replaced rudder skin, Replace rubber seal at wing, Replace RT brake hose, Secured wires in both wings. Reverse clevis bolt & re-secure, drilled & finished head brake bushings, new scuff on prime wheel wing surfaces with zinc-chromate primer, Tighten & re-secure nose cap, replace all seals in brakes wheel skins in main wheel legs, links, replace left main wheel. Material used for replacement determined by ultrasonic per NSTB standard by manufacturer (see accompanying data sheet. |
| Task Time | 337 |
| 2447 | |
| James Zule AP 387486624 | |

.....
 Note condition and list repairs, replacements, etc. Serial No.
 Total Time
 Hrs. Min.

Hrs. Min.

Age, Tail Group
 Covering Tach Time 2442.0 Completed with

and Alleron, Flaps
 Covering AD 70-16-05 by m I certify that this Av Sonne

ing Gear & Tail Wheel
 and Tires Specification, Next has been inspected in accordance

Installation and
 ling due 2492 Tach with 100 hr inspection and

anks and
 nections determined to be airworthy con-

l Cables & Pulleys
 rnal & External Feb 15, 1985

, Fittings
 Wires

ent and Condition
 ropeller

ments, Lights,
 ter & Battery

Hub Design
 Blade Design

Serial
 Serials

James Zile
AP 387486624

.....
 Note condition and list repairs, replacements, etc. Serial No.
 Total Time
 Hrs. Min.

Min.

Tach Time 2442.0 I certify that this aircraft

Flaps 15 Feb 85 has been inspected in accordance

l Wheel with annual inspection and

and determined to be airworthy con-

lleys
 al

dition. Quasbistoff
PA 2035722

dition

Hub Design
 Blade Design

Serial
 Serials