

Aircraft Record General Information

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Manufacturer Cessna Model 182F
 Serial 18255039 Registration Number N3639U
 Date of Manufacture _____

Engine(s) currently installed:
 Manufacturer Continental Model O-470-R Serial 84706-3-R-4
 Manufacturer _____ Model _____ Serial _____

Propeller(s) currently installed:
 Manufacturer McCawley Model 2A34C50-NP
 HUB Model S-90A-8 Serial 723671 Serial _____
 Blade Model C 2391 ys Serial _____ Serial _____ Serial _____
 Blade Model C 4492 ys Serial _____ Serial _____ Serial _____

07/18/2016 N3639U TT3343.2 SMOH 1796.8

Replaced right main with Air Hawk 600-6 Ply Tire. Replaced tube with Leakguard tube p/n 06-00754. All work performed in accordance with Cessna maintenance manual.

John Ferguson PPL#3157547

John Ferguson

09/01/2016 N3639U TT3360.9 SMOH 1814.5

Replaced tachometer and cable with Mitchell tachometer from Aircraft Spruce. Replaced tachometer cable w/ p/n S2550-2. All markings and tach time set by Aircraft Spruce. Ran engine and verified tachometer accuracy. Checks good.

John Ferguson A&P 3157547

John Ferguson

**** ITEM # 19650-1 KX-155 DISPLAY ****
 DISCREPANCY: KING KX-155 DISPLAY BAD
 Model: KX-155 Part#: 069-1024-30 Serial#: 63351
 ACTION: BENCH CHECKED AND VERIFIED COMPLAINT. CLEANED DISPLAY AND SOCKET, NO HELP. REMOVED DISPLAY AND PERFORMED MOD 23 TO REPLACE DISPLAY TO NEW STYLE "LED". FOUND SWITCHES NOT TURNING PROPERLY. FOUND CHANNELING GUARDS BAD. REPLACED BOTH ON NAV AND COM SIDE. HOLD DOWN SCREW LOOSE ON COVER. PUT IN MISSING WASHER AND PIN. PERFORMED MANUFACTURE ALIGNMENT PROCEDURE. BENCH CHECKED O.K..

[Signature] 12/1/2016
 TFGR831K Martin Kenneth Hall Date

03/11/2017 N3639U TT 3366.9 SMOH 1820.5

Replaced left main with Air Hawk 600-6 Ply Tire. Replaced tube with Leakguard tube p/n 06-00754. All work performed in accordance with Cessna maintenance manual.

John Ferguson A&P 3157547 *[Signature]*

YEA 06/20/2017 N3639U TT 3367.1 SMOH 1820.7
 20
 DATE

Installed new o-ring p/n MS26775-224 on RH brake caliper. Bled brake, serviced and leak check satisfactory.

[Signature]
 Anthony Harmon A&P 3234153

04/27/2017	TT 3369.0	TSMOH TSMOH 1822.6	ENGINE REMOVED TO FACILITATE ENGINE OVERHAUL.
			<i>[Signature]</i> 216542286 AJP

MMS Aviation
 24387 Airport Rd.
 Coshocton, OH 43812
 Phone: 740-622-6848

Registration:	N3639U	Date:	05/23/2018
Manufacturer:	Cessna	Hobbs Time:	
Model:	182F	Tach Time:	3369.0
Serial Number:	18255039	Total Time:	3369.0

Engine

- Engine previously removed from aircraft and overhauled by MMS Aviation (CRS #UUMR721L) under W/O 2398RS dated 01/24/2018.
- Removed engine mount. Replaced 14.5" section of left diagonal brace and 10.5" section of right diagonal brace with 4130 .058"x7/8" OD steel tubing, and repaired section of 4130 .049"x1" OD with fishmouth and rosette welds, also a scarf weld over the aft crossmember. Mount was then sand blasted, primed, and painted. Repairs made referencing Structural Repair Manual, Section 19-4E. Reinstalled engine mount with new hardware including upper bolts P/N AN6-25A (x2), lower bolts P/N AN6-34A (x2), locknuts P/N MS20365-624C (x4), washers P/N 0550153-1 (x4). Torqued in accordance with Cessna 100 Series Maintenance Manual Section 1 (190 in. lbs.). Installed heat shields, including one new shield fabricated from .025" stainless steel.
- Mounted engine on aircraft with existing hardware and 4 new Barry engine mounts, P/N 94110-40. Torqued to 470 in. lbs.
- Removed spacer washers to tighten propeller governor v-clamp and safetied.
- Alternator (P/N 015-01237, S/N A-5616) previously removed from engine under W/O 2398RS. Replaced with alternator (P/N 015-01237, S/N A-4066) overhauled by Aerotech of Louisville, Inc. (PU4R453M) under W/O 122743, dated 08/29/2017. Installed alternator with new belt (P/N 539547-31.19), safetied as required. Replaced wiring from alternator output to circuit breaker with M22759/16-6 using terminals 321298 and 33466. Replaced wiring from regulator terminal block to filter on firewall with M22759/16-18 using terminals 36152 (x2) and 36154 (x2). Replaced field & ground wiring from regulator to alternator with M27500-14T61T14 using terminals 320561 (x2) and 51864-2 (x2). Installed new terminal 320565 to ground shielding on field wire from master switch to alternator regulator.
- Installed exhaust system in accordance with Cessna 100 Series Maintenance Manual pg. 12-52 with 24 new exhaust stack nuts (P/N MS20500-428) and 6 new gaskets (P/N SA628260). Nuts torqued to 128 in. lbs. (Continental M0 Manual table B). New bolts and lock nuts used on all joints.
- Fuel and oil lines installed.

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- Fabricated new baffle hooks (x4) and installed with existing springs (x2) and 2 new springs, P/N 0450277-11. Replaced baffle seal with 175" of silicone seal P/N 05-00770. Installed P/N AN931-6-16 grommets (x6) for spark plug wires in engine baffling.
- Installed propeller (McCaughey model 2A34C50-NP, S/N 723671). Torqued nuts to 48 ft. lbs.
- Replaced throttle control cable, prop. governor control cable, and mixture control cable with new, P/N's MCS1222-6S, MCS1223-3, and MC600-72. Installation and rigging completed IAW Cessna 100 Series Maintenance Manual section 12 and service bulletin SE79-6.
- CHT wire replaced with 16GA (P/N M22759/16-16) wire and terminal lugs (P/N AMP36160, AMP320619) and installed into #1 cylinder location.
- Fuel strainer control cable not attached and found to be non-functioning. Manual drain valve installed previously. Fuel strainer control cable removed.
- Engine oil access door removed, cleaned, and inspected. Corrosion removed, and primed. Latch assembly removed, customer latch (P/N S1188-1) installed. Reattached to cowl top.

Flaps

- Removed LH flap for repair and disassembled. Fabricated leading edge skin from 2024T3 .020" aluminum, using original as a pattern. Replaced upper and lower skins with new, P/Ns 0523901-21 & 0523901-19 with new. Inspected all other LH flap components, removed corrosion, etched, Alodined, and primed with Akso-Noble primer. Assembled flap with trailing edge stiffener, McFarlane P/N MC1741-79.5. Painted with Metacryl. Installed LH flap and push-pull rod with existing flap rollers. Torqued.
- Removed right flap to inspect roller arms. Reinstalled right flap using existing hardware and connected right flap push pull rod. Torqued.
- Installed 14 new button plugs in RH flap, and 14 in LH flap. P/N S1093-1.
- Aileron and flap carry-through pulleys removed, inspected, lubricated, and reinstalled.

MLG

- MLG wheels and brake calipers removed. Brakes removed from wheel assembly. Wheels, brake caliper assemblies inspected. Replaced LH brake linings (P/N 066-105) x 2. All wheel bearings cleaned, inspected, repacked with Mobil SHC 100 grease. Reinstalled bearings in wheels.
- Serviceable gear springs obtained, LH P/N 0741601-1, RH P/N 0741601-2. Surface corrosion removed from faces of springs, and up to 0.011" of material removed from leading and trailing edges of legs referencing Cessna Model 100 Series Service Manual D138-13-1, section 5-5A.b. Painted springs and reinstalled steps (ref. item #43). Springs installed (ref. CSM section 5-6) with new hardware. (2) NAS146-34, (4) NAS147-34, (2) MS20002-6C, and (4) MS20002-7C.

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- Stripped paint from MLG steps. Repainted, including a coat of Wing Walk on step area. Aluminum shims installed to fill the play between step and landing legs. Used Henkel Hysol Fa9309.3NA epoxy paste to glue steps on in accordance with maintenance manual requirements.

YE • Fabricated new left and right MLG fairing mounting plates out of 2024T3 .090" thickness. Existing plates were used as a template.

20. NLG

- DA • Removed NLG and replaced steering collar with used collar of the same part # 0743601-1. Inspection on replacement part included stripping the paint, checking for cracks, cleaning, and inspecting the bearings. Bearings lubricated with Mobile SHC 100 grease. Part found to be in serviceable condition. Removed paint on nose gear assembly. Applied one coat of primer and two of paint. Replaced all seals using seal kit SK172-1F. Torqued nuts in accordance with values given on pg. 1-3 of Cessna 100 Series Maintenance Manual. Reinstalled NLG and serviced with Mil-H-5606 fluid and Nitrogen.
- Nose wheel removed. Replaced both nose wheel bearing cups with new Timken LM67010. Cleaned and painted wheel halves. Cleaned and inspected bearings and found them to be serviceable. Lubricated bearings with Mobile SHC-100. Torqued wheel halves to 85 in/lb. and inflated tire. Nose wheel reinstalled and safetied.
- Removed shimmy damper. Replaced shimmy dampener clevis bolt with new part #AN23-19 and clevis pin MS20392-2C-23. Upsized hole on steer torque arm to accommodate a bushing made from 4130 steel tubing. Clevis bolt greased with MIL-G-23549. Clevis pin safetied with .040 safety wire. Shimmy damper serviced with MIL-H-5606 and installed.

- Removed steering bungee boot and replaced with serviceable boot, P/N 0713666-1. Cleaned and inspected boot and coated with stratoflex P/N 5027. Installed.

Fuselage and Wings

- Registration numbers painted in standard 12" format.
- Removed surface corrosion from various locations and touched up aircraft paint.
- Installed jack pad attach points in wings referencing Cessna SNL 05-1, and modification kit MK206-57-02A. Hardware includes: AN525-10R7 screws x 4 and MS21069L3 nutplates x 4.
- Serviced and charged new G-35 battery, SN: G02991796.
- Old windshield defrost scat tube removed. Installed new 23 in. long scat tube P/N 05-29908.
- Removed pilot's side door stop arm and replaced with door steward, P/N 200C10-1 (STC #SA0120SE), per instruction included (MVA-200C10M0). FAA Form 337 dated 05/02/2018 submitted, and added to equipment list.

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(continued)

- Installed four 0511165 eyebolts in baggage area in accordance with Cessna 100 Series Maintenance Manual pg. 3-28 using 2 back holes/nutplates provided and replacing 2-L3 nutplates with MS21069-L4 to accommodate the two forward eyebolts. CCR26455-3-4 rivets were used to mount nut plates.
- Freed and lubed cabin air control cable. Replaced vent screens on left and right wing (leading edge). Replaced missing vent adapter on left wing with adapter 0501137-1 and felt seals.
- Pilot and co-pilot seat suspension was torn and unserviceable. Removed seat bottoms and reupholstered seat suspensions with original foam and covering, and new seat support material. Seat support material has been tested by Diversified Testing Laboratories, Inc. (Invoice No. 47852) and found to meet 14 CFR 23.853(d)(3)(v).
- Rosen visor installation (STC #SA00871SE) verified using Installation Instructions Rosen 90541-0118-012 Rev. F. FAA Form 337 dated 05/02/2018 submitted to complete installation.
- Damaged area (approx. 3" x 3") in fuselage skin under battery box removed. Patch fabricated using .020" 2024T3 aluminum sheet using Cessna 100 Structural Repair Manual Fig. 19-4. Painted and installed per previously said manual. Longitudinal bulkheads (P/N 0712631-1, 0712631-6) at battery box removed. Corrosion removed from fuselage skin in battery box area, and painted area with self-etching primer. P/N 0712631-1 found to be non-serviceable. New part fabricated using existing as pattern using .032" 2024T3 sheet aluminum. Reinstalled bulkheads. Coated area with Randolph Aircraft Finish #345 acid proof paint along with coating inside of existing serviceable battery box. Replaced existing battery box rivet mounts with (10) AN526C-832R8 screws, (10) AN960-8L washers, (7) MS20364-832A nuts, (3) MS20365-832A nuts. New 3/8" vinyl drain tube replaced attached with (P/N A3122-8-1J) clamp.
- Airframe treated with ACF-50.
- See W/O 2398-3RS for battery installation, installation and alignment/camber of wheels, and installation of brakes.

The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current maintenance rules of the Federal Aviation Administration. Pertinent details of the repair are on file at this Repair Station under Work Order #2398-1RS.

Signed: Jennifer Haver (Jennifer Haver)

(Authorized Signature) for MMS Aviation;
FAA approved repair station certificate no UUMR721L;
24387 Airport Rd, Coshocton, OH 43812



24387 Airport Rd.
Coshocton, OH 43812
Phone: 740-622-6848

Registration:	N3639U	Date:	04/03/2019
Manufacturer:	Cessna	Hobbs Time:	
Model:	182F	Tach Time:	3369.0
Serial Number:	18255039	Total Time:	3369.0

- The following equipment was removed from aircraft; attitude gyro, directional gyro, tachometer, manifold pressure gauge, vertical speed indicator, clock, EGT gauge, vacuum gauge, carb ice detector, engine instrument cluster, ADF antenna, Narco AT165 transponder, Narco MK12D nav/com transceiver, KMA12 Audio Panel, ARC IN-525B course indicator, ARC R-443B glideslope receiver, ARC R-402A marker beacon receiver, Sigtronics SPA-400 intercom, Narco ELT-10 transmitter, all associated wiring, antenna cables and mounting hardware.
- Removed original pilot instrument panel and fabricated new using .073" 2024T3 alclad aluminum. Powder coated the panel and mounted using original mounting locations. Fabricated an overlay for copilot panel using .032" Alclad aluminum, Powder coated and mounted using Qty 8 MS35206-245 screws and NAS1329A08K75 rivnuts.
- Fabricated mount shelf, from 2024T3 x .040 alclad. Installed forward of copilots instrument panel between station 0.50 and station 17.00 above glove compartment. See FAA Form 337 dated 03/28/2019 for details.
- Installed JPI EDM900 P/N 790000-A S/N 7673, engine monitor with ice detection in accordance with STC SA01435SE, SA00432SE, JPI Report No. 908 Rev. K dated 5/2/2017, and JPI Report No.503 Rev. B Dated 03/14/97. See FAA Form 337 dated 04/01/2019 for details.

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- Installed placard on instrument panel stating "Do Not Rely on Fuel Flow Instrument to Determine Fuel Levels in Tanks"
- Fabricated mounting bracket for EDM900 circuit breaker and clock fuse holder using 0.040 2024-T3 aluminum.
- Installed cap P/N 10-06754 on tachometer drive
- Shortened oil pressure sense hose and fire sleeve, and reassembled hose using existing fittings. Pressure tested hose to 2000 psi, reinstalled hose to engine and routed to JPI oil pressure sensor.
- Fabricated new manifold pressure sense line with new 1/8x0.030 copper tube and serviceable fittings, and routed to JPI manifold pressure sensor.
- Removed Fuel supply line between gascolator and carburetor. Fabricated new lines using Mil-6000-8 hose and Aeroquip 491-8D Qty. 4 fittings to accommodate installation of JPI fuel flow transducer.
- Fabricated new fuel primer line between fuel strainer and firewall bulkhead fitting using new 1/8x0.030 copper tubing and two new ferrules P/N AN819-2D and two new nuts P/N AN818-2D.
- Removed left wing fuel sender Stewart Warner P/N 07260110. Replaced with McFarlane P/N MC0726110-1 and Cessna Gasket P/N S1588-1.
- Fabricated new drain line using 1/4"x.035" 5052-O tubing, AN818-4D nut, AN819-4D ferrule and AN833-4D bulkhead fitting. Reinstalled oil drain line from air/oil separator to cylinder #2 rocker box cover.
- Fabricated cover plates for holes in firewall from old engine instrumentation using 0.024" stainless steel.
- Installed one MS25171-2S and two MS25171-1S insulating nipples over terminals on alternator. Installed three MS25171-3S and one MS25171-1S insulating nipples over terminals on starter solenoid and starter. Installed two MS25171-1S insulating nipples over P-lead terminals on magnetos.
- Installed new ACK Technologies Model E-04 406 Mhz ELT system S/N 23344 in accordance with ACK model E-04 ELT installation manual P/N E04M Rev 1.9 Dated 03/24/2017. Remote switch mounted on pilot instrument panel above control yoke. ELT registered with NOAA on 03-07-2019 Code 2DC88 AB660 FFBFF. ELT Battery P/N E-04.0 expires April 30, 2023, RCPI Battery P/N PX28L or equivalent expires March 7, 2029, Audio Alert Indicator battery Duracell CR2 expires March 7, 2029.

Continued

- Pg 3 of 5
- Installed Quiet Power Dual USB charger QP100 P/N 70-790001 S/N 180104002 on lower left side of the pilots instrument panel. Installation was in accordance with Quiet Power installation manual #98-790002, Rev 3 Dated June 2015. Input power is through avionics buss and protected with a Klixon 7274-2-3 circuit breaker labeled "USB"
 - Installed new Garmin GMA345 Audio Panel P/N 011-03520-00, S/N 3Z0005815 in number 2 position of radio stack. Installation was done in accordance with Garmin GMA345 Installation Manual P/N 190-01878-02 Rev. 3 Dated April 2018. Audio connections are to GTN650 as Com 1 / Nav 1, KX 155 as Com 2 / Nav 2, KN62 as DME and cabin speaker. Intercom is connected to pilot, co-pilot and two rear seat passengers. Input power is through avionics buss and protected with a Klixon 7274-2-5 circuit breaker labeled "Audio"
 - Installed Garmin GTN650 GPS/SBAS Navigation System in accordance with STC SA02019SE-D. Installed GTN 650 P/N 011-02256-00, S/N 1Z8025343 in number 3 position of radio stack, and a GA35 GPS Antenna P/N 013-00235-00 S/N 149097 on empennage at station 127.5. See FAA Form 337 dated 04/02/2019 for details.
 - Installed Garmin G5 Electronic Flight Instruments in accordance with STC SA01818W1. Installed two, Garmin G5 in pilot instrument panel P/N 011-03809-00, S/N 4JQ005690 as a Primary Flight Display (ATT) and S/N 4JQ018255 as a HSI with a GAD29B Interface Adapter P/N 010-01172-11, S/N 5DL002608 on mounting shelf, and GMU11 Electronic Compass P/N 010-01788-01, S/N 56J007003 at right wing station 155. Installation was done using Garmin G5 Installation Manual P/N 190-01112-10 Rev. 14 Dated July 2018. Units were connected to Garmin GTN650 GPS/Nav and pitot and static system. Input power is through master buss and protected with Klixon 7274-2-5 circuit breakers labeled "G5 /ATT", "G5/HSI" and "GAD29" See FAA Form 337 dated 04/01/2019 for details.
 - Installed a 5" access panel on right wing between wing stations 154 and 172 using Cessna 100 Series Maintenance Manual Rev 1 Section 19 Structural Repairs as a reference.
 - Installed Appareo Stratus ES transponder P/N 153510-000069 S/N 200831 in number 6 position of radio stack. Installation was done in accordance with Appareo Stratus ES/ESG Installation Instructions Doc # 60084-000032 Rev. 2.2 Dated 9/12/2018. Transponder connected to

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- Pg 4 of 5
- GTN650 and A30 altitude encoder. Input power is through avionics buss and protected with a Klixon 7274-2-5 circuit breaker labeled "XPNDR"
- Removed and reinstalled Kollsman altimeter P/N 671BK-010 S/N AF43-8079. Unit was overhauled by Kelly Instruments Inc. of Wichita KS FAA CRS OP2R065L Work order number 137704 Dated Feb 11, 2019.
 - Removed and reinstalled Garwin airspeed indicator P/N 22-696-055 S/N 3124. Unit was overhauled by Kelly Instruments Inc. of Wichita KS FAA CRS OP2R065L Work order number 137705 Dated Feb 11, 2019.
 - Installed serviceable United Instruments vertical speed indicator P/N C661080-0101 S/N 87498.
 - Removed all pitot and static lines and replace with new 1/4" PolyFlo tubing. Replaced pilot side static sump with new P/N S2043-1. System was leak checked after installation of instrument panels. Leak check within limits.
 - New Superior Panel Technology Glare Shield Kit P/N ACS # 11-06324 installed as per manufactures GL-S Installation Manual Revision 1 dated 04/02/2003.
 - Removed all antenna cables and installed new cable using RG-400. New antenna cable are Marker Beacon, GPS, Com1, Com2, Nav1, Nav2, DME, and Transponder. ELT antenna and remote were connected using cables provided with transmitter. All other wiring if not supplied by the manufacturer was of the type M22759/16 -XX or M27500-22TGXT14 of appropriate size called for in installation instructions of the various equipment installed.
 - Removed and reinstalled serviceable King KX155 transceiver P/N 069-1024-30 S/N 63351 as Nav/Com2 and KI208 P/N 066-3056-00 S/N 51087 as Nav2 indicator. KX155 install in the #4 position of radio stack and KI208 mounted on left side of pilot instrument panel. Installation was done in accordance with King KX155/165 Installation Manual P/N 006-00179-0006 Rev. 6 Dated Oct 1994 and KI208/209 Installation Manual P/N 066-00140-0004 Rev 4, Dated Aug 2002. Input power is through avionics buss and protected with a Klixon 7274-2-10 circuit breaker labeled "NAV/COM2. Unit cooled by Lone Star P/N LS03-02040 cooling fan.
 - Removed King KN62 P/N 066-1064-00 S/N 2375 and all associated wiring. Installed serviceable KN64 P/N 066-1088-00 S/N 5921 in #5 position of radio stack. Installation was done in accordance with King KN62/62A/64 Installation Manual P/N 006-00144-0007 Rev. 7 Dated

Continued

Nov 2004. Remote channeling is selectable from Nav 1 and 2 via toggle switch mounted on pilot instrument panel adjacent to KN64.
•Removed and reinstalled ACK Altitude encoder M/N A30.5 S/N 23344 on forward side of copilot instrument panel. Installation was done in accordance with ACK Technologies Inc. Model A-30 Altitude Digitizer Installation Manual P/N A30M Rev 06 dated 2/11/2015. Input power is through the avionics bus and protected with a Klaxon 7274-2-2 labeled "ENC"

•Installed Nulite instruments lights P/N LW3014 on turn coordinator and airspeed indicator, P/N LW3014V on vertical speed indicator, and P/N LW3014AA on the altimeter. Lights were connected and controlled by the instrument light dimmer.

•Removed and replaced CIGAR, NAV LTS, ROT BCN, PITOT HT, INST LT airframe circuit breakers with serviceable circuit breakers P/N S-1232-10.

•Removed existing avionics switch and installed a new avionics master switch P/N W31M-40 on pilot side sub panel and labeled " Avionics Master"

•All of the equipment that was installed under this work order has been operationally checked.

•Installed new placards over pilot side sub-panel and co-pilot panel with correct labeling of all circuit breakers.

•Aircraft weighed with unusable fuel and full oil. The total empty weight is 1755 Lbs. at a moment of 59270 giving an empty weight Center of Gravity of 33.8 Inches. New useful load of 1045 Lbs. This information superseded previous weight dated 04/30/1999 and was inserted in the aircrafts logbook

•Equipment list addendum was added to aircraft records

The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current maintenance rules of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this Repair Station under Work Order # 2398-2RS

Signed: 
(Authorized Signature) for MMS Aviation;

FAA approved repair station certificate no UUMR721L;
24387 Airport Rd, Coshocton, OH 43812

The following altimeter system and altitude reporting equipment tests and inspections as required by FAR 91.411 i.a.w. FAR 43 App. E have been performed:

Par (a) Static system, date 4/2/19

Par (b) Altimeters, Model G-5(AH) / G-5(HSE)
Serial Number 4JQ005690 / 4JQ018255

Par (c) Integrated system to 20,000 feet

Details of this inspection are on file at this repair station under

W/O 3749
Technician M.L. Caldwell III date 4/2/19
ProAv Aircraft Services (rev3-1-2016) CRS E9TR271N

ns, Tests, Repairs and Alterations

Name, Rating and Certificate Number of Technician or
for other specific entries.)

The following altimeter system and altitude reporting equipment tests and inspections as required by FAR 91.411 i.a.w. FAR 43 App. E have been performed:

Par (a) Static system, date 4/2/19

Par (b) Altimeters, Model Kollsman 671BK-010
Serial Number AF43-8079

Par (c) Integrated system to 20,000 feet

Details of this inspection are on file at this repair station under

W/O 3749
Technician M.L. Caldwell III date 4/2/19
ProAv Aircraft Services (rev3-1-2016) CRS E9TR271N

ATC Transponder Tests and Inspections as required by FAR 91.413 (a) & (b), have been performed IAW FAR 43, Appendix E& F.

TXPR Model Stratus ES

S/N 200831

ENCODER Model ACK A-30.5

S/N 140006

Tested to 20,000 FEET

W/O 3749

Technician M.L. Caldwell III date 4/2/19

ProAv Aircraft Services (rev3-1-2016) CRS E9TR271N



24387 Airport Rd.
Coshocton, OH 43812
Phone: 740-622-6848

Registration:	N3639U	Date:	04/08/2019
Manufacturer:	Cessna	Hobbs Time:	N/A
Model:	182F	Tach Time:	3369.0
Serial Number:	18255039	Total Time:	3369.0

AD Compliance was verified thru the Bi-weekly period of 2019-07. The following actions were accomplished:

- AD77-04-05: Carb air box seal was inspected and confirmed to be in serviceable condition.
- AD79-08-03: Cigar lighter wiring confirmed to contain a 10 amp circuit breaker.
- AD83-13-01: Fabricated and installed placard; Inspected fuel caps, and replaced cap gaskets. Next due@4/2020.
- AD11-10-09: Inspected seats and seat tracks for cracks and wear. Next Due@ 3469.0TTAF or 4/30/2020.
- AD96-12-22: F&M Spin-on oil filter adaptor installed under STC#SE09356SC. Transfer Tube Nut will require re-torque after 10 hours of engine operation, 3379.0 tach.

ELT tested as per 14CFR, Part 91.207(d). Ops checked good. Main Battery expires: 4/30/2023.

The following individuals participated in this maintenance event: Jenny Haver, Mark Heikoop, Jim Newman, and Tim Obarow.

- Removed, cleaned, and inspected all wheel bearings. All bearings are serviceable. Packed bearings with Mobil SHC 100 grease and reassembled. Serviced tires with air and reinstalled on aircraft.
- Aligned MLG axles and replaced temporary bolts with new AN5-25A (4ea) and AN6-24A(4ea) bolts and new nuts NAS679A5(4ea) and NAS679A6 (4ea). Installed MLG wheels, and safetied. Replaced 4 brake pad attach bolts with new PN: 103-11600. Filled brake system with MIL-H-5606 fluid and bled.

Continued

DATE	Repair Facility. (See back pages for other specific entries.)
	<ul style="list-style-type: none"> Disassembled, cleaned, and inspected gascolator. Reassembled with new gaskets PN: T308-2 (2ea). Removed and replaced induction air filter with new PN: BA-8103-1. Fabricated and installed fuel grade and quantity placards to left and right wing tank fill ports. (39 gallons, 100 octane minimum) Replaced left and right fuel filler cap gasket with new PN: 06-00987 (2ea). Removed corrosion on lower right hand side of fuselage, forward of the wing strut attachment. Replaced 5 rivets. Primed and painted affected area. Installed Halon fire extinguisher PN: 13-01993, on pilot seat. Removed, disassembled, cleaned and inspected shimmy dampener. Reassembled using new o-rings PN: MS28775-012 (2ea), MS28775-213, MS28775-215, and new roll pin. Serviced with MIL-H-5606 hydraulic fluid and reinstalled. Obtained FAA Field Approval and installed refueling steps PN: 0701126-1 and 071126-2, handles PN: 0713191-1 (2ea), and strut steps PN: 0721207-1 and 0721207-2, on the left and right sides of aircraft. Removed and replaced seat back cams on both pilot and copilot seats, with new parts fabricated from 2024-T3 aluminum, using the old parts as a pattern. Operational check good. Fabricated gust lock from piano wire. Fabricated placard and attached to wire lock via aluminum plate.
	Continued

DATE	Repair Facility. (See back pages for other specific entries.)
	<ul style="list-style-type: none"> Accomplished capacity test of aircraft battery, G-35, SN: G02991796. Test results >85%. Charged and installed battery in aircraft. Operated engine, as installed after overhaul. Ground run performance and oil leak check are satisfactory. Aircraft compass swung and adjusted. Steering correction card filled out and mounted near compass. <p>I certify that this aircraft has been inspected in accordance with an Annual Inspection, and found to be in airworthy condition.</p> <p>The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current maintenance rules of the Federal Aviation Administration and is approved for return to service. Pertinent details of the repair are on file at this Repair Station under Work Order # 2398-3RS</p> <p>Signed: <u>Timothy B. Obarow</u> Timothy B. Obarow (Authorized Signature) for MMS Aviation; FAA approved repair station certificate no UUMR721L; 24387 Airport Rd, Coshocton, OH 43812</p> <p>Aircraft owner/operator to accomplish a Return To Service flight IAW CFR14, 91.407(b), prior to carrying passengers.</p>

Date: 2/7/2020	Hours: TT 53.1 TTAF 3422.1	Name: Marty J. King
Make: Cessna	Model: 182F	Certification #: 3787558 A&P/IA
Tail #: N3638U	Serial: 18255039	Signature: <u>Marty J King</u>
Comments:		Form ZA-LSR
<p>Installed Bogert copper cable kit using STC#SA3531NM using approved model list # SA3531NM. Master Drawing list number CE2-14, revision 03-15-2009 and installation instructions CE-2-1, revision 04-04-2002, AML amended Date 06-17-2010. Starter cable conversion chart drawing 2-6 dated 4-19-1991 revision 03-15-09 Rev C was also used, showing applicable parts, terminals wire gauge and material, insulation and cable length. The cables listed below were replaced with #1 gauge copper cable assemblies which were manufactured by BOGERT AVIATION, INC. using aviation approved cable, fittings and manufacturing methods.</p> <ol style="list-style-type: none"> Battery to Ground #2-6-1 Battery positive to master solenoid #2-6-2 Master solenoid to starter solenoid #2-6-4 Starter solenoid to engine starter #2-6-5 Engine block to aircraft ground #2-6-8 <p>The original aircraft cables were used as a template for the construction of the replacement cables built by Bogert Aviation, Inc. These cable assemblies were built in accordance with FAR 14, part 21.303 (b2) and AC43.13-1B, chapter 11, section 5, paragraph 11-58 (c,d), paragraph 11-58 (a,b) and figures (11-2, 11-3). Form 337 submitted this and a copy was retained and can be found here in the aircraft's records.</p>		
SIGNATURE: <u>Marty J King</u>		3787558/A&P/IA
King Aero Aviation Services		689 North SR25, Bldg 1A, Rochester, IN 46975
1205 CR 6 West, Bldg 2B Elkhart, IN 46514 EKM		END

Date: 6/1/2020 Hours: TT 70.2 TTAF 3439.2 Name: Marty J. King
 Make: Cessna Model: 182F Certification #: 3787558 A&P/IA
 Tail #: N3639U Serial: 18255039 Signature: *Marty J King*

Comments: Form ZA-LSR

100 hour service and annual inspection: Performed inspection as per Part 43 appendix D using a Cessna SM Checklist.
 No new Airframe AD's at this time. Tdata 2020-12
 Complied with ELT inspection and function test in accordance with FAR 91.207(d) next due 6/2021
 Replaced ELT battery expires 4/2023
 ELT ACK E-04 SN 23344
 AD 72-07-09 Vertical Stabilizer Attachment. P/C/W 7/3/2013 @ TTAF 3209.9. Due every 1000 hours. Due next at TTAF 4209.9
 AD 83-13-01 Placard-Improper Fuel Cap Sealing. C/W by inspection paragraph (b) 1. No fuel stains present, caps sealing tight and no additional wrinkles in fuel cells. Due every 12 months. Due next 6/2021
 AD 84-10-01 R1 Bladder Fuel Cells and Quick Drains. P/C/W by inspection. Had no wrinkles or water, placard not required. Para (d) DNA due to STC SA2967SW modified fuel caps. Fuel cells replaced as follows: Left tank replaced 3/8/2005 Right tank replaced 3/30/2005. Due every 12 months. Due next 6/2021
 AD 11-10-09 Seat Locking Mechanism by inspection paragraphs 3, 4, 5, 6, 7, 8, and 10. Due next 6/2021 or TT 170.2 TTAF 3539.2. (annual or 100 hours).
 Removed interior and external inspection covers and cowling panels
 Washed down airframe and engine.
 Removed all wheels. Cleaned and repacked all wheel bearings.
 Split nose wheel, removed tube and tire. Stripped and repainted wheel. Installed a new Goodyear flight special II 500X5 6 ply tire (505C61-8) and new Goodyear 500X5 tube.
 Reassembled wheel and balanced wheel assembly. See 8130-3 in aircraft records
 Replaced Brackett air filter element 8103
 Checked fuel strainer for contamination, none found.
 Lubricated hinges, controls, pulleys and belcranks.
 Replaced battery solenoid with a new Lamar PN STS-M12. Replaced starter solenoid with new a Lamar STS-S12. installed new ACS starter diode 16050-2. 8130-3 forms in aircraft records.
 Installed a new starter motor PN PL13459 SN 1901705 from Aerospace Components, LLC. See 8130-3 in aircraft records
 Cleaned and lubricated flap tracks.
 Applied CorrosionX corrosion block treatment to the wings, flaps and ailerons, fuselage, horizontal stabilizer, elevators, vertical fin and rudder.
 Replaced 2.5 amp clock fuse.
 Reinstalled interior and external inspection covers and cowling panels
 Aircraft test flown by owners, satisfactory.

I certify that this aircraft has been inspected on 6/1/2020 in accordance with an annual inspection 14 CFR Part 43 Appendix D and was found to be in an Airworthy condition.
 Signature: *Marty J King* 3787558/A&P/IA
 SIGNATURE Marty J King

King Aero Aviation Services 1205 CR 6 West, Bldg. 2B, Elkhart, IN 46514 EKM 689 North SR25, Bldg1A, Rochester, IN 46975 END

	08/15/2020	Hobbs: 195.2	Tach: 178.0	TTAF: 3547.0	N3639U
YEA	Complied w/ seat tracks inspection per AD 2011-10-09. No defects noted. Next due 08-2021 or Tach: 278.0 TTAF 3647.0				
20	John Ferguson	A&P# 3157547	<i>John Ferguson</i>		
DAT					

Date: 1/20/2020 Hours: TT 258.2 TTAF 3627.2 Name: Marty J. King
 Make: Cessna Model: 182F Certification #: 3787558 A&P/IA
 Tail #: N3639U Serial: 18255039 Signature: *Marty J King*

Comments: Form ZA-LSR

Installed new Met-Co-Aire wing tips after painting, using drawing SD1009 dated January 2, 1962 and Evans & Bailey Holdings LLC STC SA12WE. Aircraft listed on AML list dated 2/22/2017.
 Removed all navigation lights and hardware. Installed Whelen LED anti Collision light system consisting of 1) PN 01-0790725-02 Whelen Orion 6501R Wing tip light LED Strobe and Navigation Red, 1) PN 01-0790725-01 Whelen Orion 6501G Wing tip light LED Strobe and Nav Green and 1) PN 01-0771774V01 Whelen Orion 5001 Tail PTA Tail light and Strobe LED in accordance with Whelen Anti-Collision Light Systems Installation and Service Manual, Document No. 05131, Rev E dated May 2019, using STC SA800EA and Eligibility List dated May 2, 2018. Installation guide and ICA Form #14718B also used. ICA: Anytime any one segment of the collision section of 18 LEDs fails, the unit must be repaired or replaced.
 Electrical load reduced by 12.5 amps
 Installed 1) Whelen PAR 36TAXI Light LED 01-0771833-15 and 1) Whelen LED Parnetheus Par36 Landing light 01-0771833-10 Using MDL-140212 Rev D dated 1/24/2019 and STC SA00344B0 with AML-140212 Rev. 6. Cessna 182N listed under #52.
 Electrical load reduced by 4.5 amps per circuit for a total of 9.0 amps. Combined total reduction in amperage used by LED lighting 21.5 amps
 No change in Weight and Balance.
 Form 337 sent to FAA Oklahoma City, OK this date and a copy retained in aircraft records. Installation documents which include ICA's also retained in aircraft records.

Signature: *Marty J King* 3787558/A&P/IA
 SIGNATURE Marty J King

King Aero Aviation Services 1205 CR 6 West, Bldg 2B Elkhart, IN 46514 EKM 689 North SR25, Bldg1A, Rochester, IN 46975 END

Date: 08/01/2021 **Hours:** Actt: 3657.4, Tach: 288.4, Hobbs:317.3, Engine
Tail#: N3639U **SMOH:**288.4, Prop: 384.3

Make: Cessna **Model:** 182F **S/N:** 18255039

- *C/W FAR 91.207(d) ELT test and inspect. Replace battery April, 2023
- *C/W AD 76-07-12 Bendix switch test. Due again @ next annual or Tach: 388.4
- *C/W AD 83-13-01 Fuel Cap Placard. Due again @ next annual
- *C/W AD 84-10-01R1 Quick drains. Due again @ next annual
- *C/W AD11-10-09 Seat track wear... Due again @ Annual or Tach: 388.4
- *C/W AD 20-18-01 FWD Cabin doorpost bulkhead insp. No cracks found.
- *NOTE - AD 72-07-09 Fin spare attach Due @ Actt: 4209.9

Performed Inspection in reference to 14CFR 43 appendix "D" checklist. Serviced nose strut. Replaced brackett air filter P/N: BA8103-1.

Ran aircraft and found no leaks. I certify this aircraft has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition.

Name: Russell Scott

Co: Scotty A.I.R.

Cert: 3401594

Sign: 

03/18/2023 W/O: 23-1015 N3639U Tach: 288.8
C182F Continental O-470R McCauley 2A34C50-NP
S/N: 18255039 S/N: 84706-3-R-4 S/N: 723671
TTAF: 3657.8 TSMOH: 288.8 PROP TSMOH: 384.7



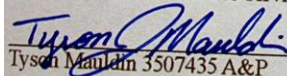
100 HR insp. complied with referencing FAR 43 App. D, ICA's, & Cessna's M/M's. Complied with all required lubrication; ELT inspected per FAR 91.207, **ELT Batt. Due July 2027**; inspected control cables & tensions; cleaned, inspected, & repacked wheel bearings; inspected exhaust system; cleaned & ops checked fuel strainer; removed & cleaned primer nozzles, and serviced master brake cylinders with 5606 hydraulic fluid.

Replaced 2 ea. brake disc's P/N: **RA164-02601**, 4 ea. brake liners P/N: **66-105**, ELT battery P/N: **11-10012**, 2 ea. Garmin G5 Backup Batteries P/N: **010-12493-02** S/N: **EQ17EQ29D0021** & **EQ20EG29D00FJ**, & resealed primer with reseat kit P/N: **05-03637**.

Airworthiness Directives checked & complied with through Biweekly 2023-06

- 76-07-12 via operational check **NEXT DUE 388.8** Tach Time or **03/30/2024**
- 11-10-09 via visual insp. **NEXT DUE 388.8** Tach Time or **03/30/2024**
- 22-04-04 via Stratus Tools Technologies SB-001 Rev B. **NEXT DUE 388.8** Tach Time or at **next oil filter change**.
- 83-13-01 via visual insp. **NEXT DUE 03/30/2024**
- 20-18-01 P/C/W 08/01/2021 **NEXT DUE 1288.4** Tach Time or NLT **08/31/2024**
- 72-07-09 P/C/W **Due at Aircraft Total Time 4209.9**

Engine run & ops checks found no appreciable leaks or discrepancies. I certify this aircraft is found to be in an airworthy condition at this time and is returned to service.


Tyson Mauldin 3507435 A&P

03/18/2023 W/O: 23-1015 N3639U Tach: 288.8
C182F Continental O-470R McCauley 2A34C50-NP
S/N: 18255039 S/N: 84706-3-R-4 S/N: 723671
TTAF: 3657.8 TSMOH: 288.8 PROP TSMOH: 384.7



Annual inspection complied with referencing FAR 43 App. D, ICA's, & Cessna's maintenance manual.

Airworthiness Directives checked & complied with through Biweekly 2023-06

Engine run & ops checks found no appreciable leaks or discrepancies. I certify this aircraft is found to be in an airworthy condition at this time and is returned to service.

Cleo D. Craddock 3676301 A&P IA

12/08/2023 W/O: 23-1111 N3639U
Cessna 182F S/N: 18255039 Tach: 301.3



Drained fuel from LH & RH wing tanks, removed and replaced 2 ea. Fuel Sumps P/N: S2106-1, serviced wings with uncontaminated fuel, leak checked good.

With regards to the work performed above, all work was accomplished referencing Cessna Maintenance Manuals & I certify this airframe is found to be in an airworthy condition at this time and is returned to service.

Greg Flournoy 3598032 A&P

04/22/2024 W/O: 24-1077 N3639U Tach: 301.5
Cessna 182 F Continental O-470-R McCauley 2A34C50-NP
S/N: 18255039 S/N: 84706-3-R S/N: 723671
TTAF: 3670.5 TSMOH: 301.5 TSMOH: 397.4



ANNUAL inspection complied with referencing FAR 43 App. D & Cessna M/M's. Inspected ELT per 91.207 (d), remote switch operational, **Switch Batt. Due 04/25, ELT Batt. Due 07/27**. Complied with required lubrication; checked flight control cables; cleaned, inspected, & repacked wheel bearings; serviced master brake cylinders with 5606. Inspected & cleaned fuel strainer bowl & screen. Operationally checked all lights, pitot heat, & stall warning horn - no defects. Replaced intake filter P/N: BA-8103-1, adjusted idle speed/mixture, resealed RH master brake cylinder, replaced ELT switch battery P/N: 28L. Complied with Garmin G5 annual backup battery capacity check - no defects noted.

Airworthiness Directives checked & complied with through Biweekly 2024-08

72-07-09 R1 P/C/W NEXT DUE at Aircraft Total Time 4209.9
76-07-12 via operational check NEXT DUE 401.5 Tach Time or 04/30/2025
83-13-01 via visual insp. NEXT DUE 04/30/2025
11-10-09 via visual insp. NEXT DUE 401.5 Tach Time or 04/30/2025
20-18-01 P/C/W 08/01/2021 NEXT DUE 1288.4 Tach Time or NLT 08/31/2024

Engine run & ops checks satisfactory. I certify this **airframe** is found to be in an airworthy condition at this time & is returned to service.

Tyson Mauldin 3507435 A&P IA