

Log #2



Aircraft Flight and Maintenance Log

N104RD

DATE	FLIGHT FROM	TO	FLIGHT	FLIGHT	HOURS	IOths	PILOT
19 84 MAY 30, 1984	TACH 1744.4		REMOVED SIREN, EXISTING RADIO PANKS, PA, EXTERNAL SPEAKERS, REATED WIRING AND OBSERVERS SEAT. REWIRED KING K170 RADIOS. INSTALLED FACTORY REAR SEAT AND SEAT BELTS. WEIGHED AIRCRAFT. SEE WEIGHT AND BALANCE SHEET DUWO # 3915				Michael A. Strupat A&P 2015724

Date	Bearing error VOR 1 VOR 2	Place	Signature	19	Enter here general data with reference to line and periodic inspections - engine changes 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.
85 AUG. 2, 1985		TACH 1781.9			ANNUAL INSP. C/O. REPACKED WHEEL BEARINGS. REPLACED BEARINGS & RACE IN LEFT MAIN WHEEL. REPLACED RIGHT MAIN TIRE AND NOSE TIRE. INSTALLED NEW AIRCRAFT BATTERY. CHECKED IGNITION SWITCH W/AD 76-2-12. CHECKED LIGHTS. FLT BATTERY EXPIRES OCT. 85. WO# 4190 Date 8-2-85 Tach. reads 1781.9 Total time 1781.9 I certify that this AIRCRAFT has been inspected in accordance with ANNUAL inspection, and found to be in airworthy condition. Michael A. Strupat A&P 2015724 IA
8-2-85		TACH 1781.5			INSTALLED BRACKETT AIR FILTER ASSY. SEE 337 THIS DATE. Michael A. Strupat A&P 2015724

19 88 FROM

JAN 7, 1988 TACH 1796.4

ANNUAL INSP. c/w. REPACKED WHEEL BEARINGS. REPLACED LEFT MAIN GEAR TIRE. RESEALED RIGHT BRAKE. REPLACED UPPER & CENTER RUDDER BUSHINGS. REPLACED LOWER COWL AFT STIFFENER. REPLACED VACUUM REGULATOR FILTER. REPLACED EIT BATTERY. NEW BATTERY EXPIRES 5/89. CHECKED IGNITION SWITCH 1/AW AD 76-7-12. REPLACED THROTTLE HARDWARE 1/AW AD 86-24-7. INSPECTED SEAT TRACKS 1/AW AD 87-20-3. CHECKED LIGHTS. SERVICED BATTERY. WO# 4664

Date 1-7-88 Tach. reads 1796.4 Total time 1796.4

I certify that this AIRCRAFT has been inspected in accordance with ANNUAL inspection, and found to be in airworthy condition.

[Signature]

Michael A. Strupat A&P 2015724 IA

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

Date AUGUST 7, 1989 TACH 1803.7

ANNUAL INSP. c/w. REPACKED WHEEL BEARINGS. REPLACED ONE BEARING & BRAKE IN LEFT MAIN WHEEL. REPLACED AIRCRAFT BATTERY. REPLACED EIT BATTERY. NEW BATTERY EXPIRES JUNE 1991. REPLACED LANDING LIGHT BULB. REPLACED LEFT OUTBOARD SEAT RAIL. SEE 337 THIS DATE. INSPECTED AIRCRAFT 1/AW AD 87-20-3R1. CHECKED IGNITION SWITCH 1/AW AD 76-7-12. REPLACED CENTRAL CYND FILTER. REPLACED INDUCTION AIR FILTER ELEMENT. INSPECTED #2 NAV INDICATOR AND FOUND INOPERATIVE. INSTRUMENT RECALIB. CHECKED LIGHTS. WO# 4958

Date 8-7-89 Tach. reads 1803.7 Total time 1803.7

I certify that this AIRCRAFT has been inspected in accordance with ANNUAL inspection, and found to be in airworthy condition.

[Signature]

Michael A. Strupat A&P 2015724 IA

DATE	FLIGHT FROM	TO	FLIGHT	FLIGHT	HOURS	IO/HS	PILOT
19 <u>91</u> <u>2-12-91</u>	<u>TACH</u>	<u>1816.2</u>	<u>ANNUAL INSP</u>	<u>CLW</u>	<u>INSP</u>	<u>ALL CONTROLS</u>	
			<u>REPACKED</u>	<u>ALL WHEEL BEARING</u>	<u>REPLACED</u>	<u>EIT BATT</u>	
			<u>EIT EXPIRES</u>	<u>1-93</u>	<u>REPLACED</u>	<u>INDUCTION AIR</u>	
			<u>FILTER</u>	<u>CK BATT</u>	<u>CLW AD</u>	<u>87-20-03R1, 76-07-12</u>	
			Date <u>2-12-91</u>	Tach. time <u>1816.2</u>	Total time <u>1816.2</u>		
			I certify that this <u>AIRCRAFT</u>			has been	
			inspected in accordance with <u>ANNUAL</u>			inspection, and found to be in airworthy condition.	
			Charlie O. Nicolas A & P 1416427 IA				
			<i>[Signature]</i>				

VOR 1	VOR 2	19	ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
2/1/93	Tech: 18280	TL	18280 installed new elt battery next due 12/94, Clw AD 76-7-12 bendix ignition switch ops check ok next due Tech: 19280, Clw AD 87-20-3R2 dated 9/24/90 seat rails & rollers inspected next due 2/94, lubed all wheel bearings, servical battery & brake fluids, electrical systems checked Abs checked thru 92-27 & listed on sheets back of book #1 for compliance. I certify that this Aircraft was inspected in accordance with an Annual inspection and was determined to be in an air-worthy condition. <i>Tom Jacobson ACP #1282212A</i>
REPLACE ELT BATTERY BY:			
DEC '94			

19	FLIGHT FROM	TO	NATURE OF FLIGHT	OF FLIGHT	TOTAL FLYING TIME	
					HOURS	10THS
94	Installed	12x105	Wanna 24	3 Pmsor	DLH com.	SFR
	337	For Details				

Tom's Aircraft Maintenance Inc. Phone 310-426-5331 FAX 310-426-1052

2801 E. SPRING STREET □ LONG BEACH INT.'L AIRPORT □ LONG BEACH, CA 90806

3/1/94. N104PD. Hobbs 1882.6.
 R & R windshield, P/N 0513230-14, per Cessna Service Manual.
 Tom L. Jacobson, F.A.A. Repair Station #VTMR 569K

TLJ/kc *Tom L. Jacobson*

DATE	FLIGHT FROM	TO	FLIGHT	OF FLIGHT	HOURS	10THS	PILOT
19 94 APRIL 5	TACH READS	1884.6 HRS	TOTAL TIME				
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION AND IS HEREBY APPROVED FOR RETURN TO SERVICE ON THIS DATE APRIL 5, 1994 [Signature] PIP1731176A1							
Following work performed:							
1. REPAIR RH FUEL TANK DRAIN VALVE							
2. REBUILT NOSE START USING PIN SK-172-1E							
3. REPAIR UPPER AND LOWER SCISSOR BOLTS - AN 4-31							
4. C/W ACS MAG SWITCH SERVICE BULLETIN # 92-01 IN ACCORDANCE WITH AD. INSTALL MAG SWITCH CONTACT BACK PLATE AND CONTACTS INSTALLED CASSIA DIODE ON STARTER CONTACTOR							

CARRY FORWARD THE TOTAL

Date	Bearing error VOR 1 VOR 2	Place	Signature	19 94	Enter here general data with reference to time and periodic inspections - major 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.
APRIL 5, 1994					TACH READS 1884.6 HRS TOTAL TIME CONTINUED FROM PREVIOUS PAGE
5.					CONTINUED OPERATION OF FLT ON 131.5 MHz OPERATOR MANUAL - BATTERY EXP DATE DEC 94
6.					REMOVED RH WING TIP ASSY FOR REPAIR OF CRACKS IN PLASTIC - REINSTALLED WING TIP
7.					INSTALLED NEW AIRCRAFT BATTERY
8.					AD 87-20-03 R3 SEAT RAIL INSPECTION C/W BY VISUAL + DIMENSIONAL INSPECTION - WEAR WITHIN LIMITS ON ALL PARTS - SEAT LATCH + ROLLERS - OK
9.					REASSEMBLED SKY LIGHT WINDOWS
10.					AD 76-07-12 BENDIX MAG SWITCH DOES NOT APPLY MAG SWITCH IS MADE BY GARDES DIVISION OF ACS
11.					AD 84-26-02 PAPER AIR FILTER N/A BROWNE AIR FILTER SYSTEM INSTALLED FILTER ELEMENT REPAIRED AT THIS DATE + TACH TIME
12.					THIS AIRCRAFT IS APPROVED FOR RETURN TO SERVICE ON THIS DATE APRIL 5, 1994 [Signature] PIP1731176A1

19 95	FROM	TO	FLIGHT	FLIGHT	HOURS	IO/THS
MAY 23	TACH READS 1903.6 HRS TOTAL TIME					
I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION AND IS APPROVED FOR RETURN TO SERVICE ON THIS DATE MAY 23, 1995						
FOLLOWING WORK PERFORMED: ATP 1731176 A1 1. REPAIRING LEFT MAIN LANDING GEAR TIRE WITH SERVICEABLE GOOD 2. REPAIRING LEFT WHEEL BEARINGS + RINGS 3. R+R FUEL STRAINER UNIT - REPAIRING ALL O'RINGS AND REPLACED PLUNGER ASSY WITH NEW IMPROVED CASING PART 4. SERVICED NOSE STRUT 5. SERVICED BATTERY 6. C/W AD 87-20-03 R3 SEAT RAILS + LATCH BY VISUAL INSP. NO DEFECTS NOTED 7. C/W AD 95-03-02 BRACKET AIR FILTER GASKET - OK NO DEFECTS NOTED 8. C/W AD 76-07-12 BENDIX MAB SWITCH RUN-UP CHECK - OK THIS AIRCRAFT APPROVED FOR RETURN TO SERVICE ATP 1731176 A1						
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE						

DATE	REMARKS
19 96	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 AUG 1996	TOTAL TIME 9 AUG 1996 TT 1923.9 I CERTIFY THAT THIS AIRCRAFT/ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS FOUND TO BE IN AN AIRWORTHY CONDITION. A&P-2208075-1A CARL GAGE REPLACED INDUCTION AIR FILTER BA 6108 FUEL TANK GASKETS B100142-1 REPLACED BRAKE PADS & CHECKED SYSTEM w/FLUID REPLACED LANDING LIGHT #4553 C/W AD 87-20-03 R3 SEAT RAILS + LATCH BY INSPECTION C/W AD 95-03-02 BRACKET AIR FILTER BY INSPECTION C/W AD 76-07-12 BENDIX/MAB SW BY INSPECTION ATP 2208075 A-1

19	FROM	TO	FLIGHT	FLIGHT	HOURS	IO/THS	PILOT
97							
9-12	1935.6	HRS TACH AND TOTAL TIME					
<p>I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IN ACCORDANCE WITH AN ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION AT THIS TIME AND IS APPROVED FOR RETURN TO SERVICE ON THIS DATE SEPTEMBER 12, 1997</p> <p><i>[Signature]</i> A+P1731176A1</p> <p>FOLLOWING WORK PERFORMED: LUBRICATED AIRFRAME, PULLERS & CABLES DIS ASSEMBLE AND LUBRICATE L/H WING FLAP ROLLER C/W AD 87-20-03 R3 SHOT PIN + LATCH INSPECTING OPERATION SATISFACTORY NO DEFECTS NOTED C/W AD 76-07-12 BRADIX WIRE SWITCH BY RUN-UP CHECK OPERATION NORMAL - DOES NOT APPLY ACS/GAUK MAG SWITCH INSTALLATION C/W AD 95-03-02 BRACKET AIR PUMP CALIBR - OK</p>							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

VOR 1	VOR 2	19	FROM	TO	FLIGHT	FLIGHT	HOURS	IO/THS	PILOT
			1-27-1998	TACH REPAIRS	1739.2	HRS			
<p>PERFORMED FOLLOWING WORK: 1. REPAIRING WING FLAP ROLLERS WITH NEW O.E.M. CROSSHA PARTS 2. REPAIRING MIXTURE CONTROL CABLE ALL PARTS SUPPLIED BY OWNER AIRCRAFT APPROVED FOR RETURN TO SERVICE</p> <p><i>[Signature]</i> A+P1731176A1</p>									

AIRCRAFT LOG					
DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	ACCUMULATED TOTAL FLYING TIME HOURS
19					
<p>19711 CAMPUS DR. • SANTA ANA, CA 92707 JOHN WAYNE AIRPORT (SNA) TEL (949)757-0290 • FAX (949)757-0293 FAA APPROVED REPAIR STATION #YH3R997L</p> <p>Western Avionics INCORPORATED</p> <p>N# 104PD MODEL C172 TACH 1965-1 W.O.# 202012</p> <p>PERFORMED AD 98-14-03 FOR ALLIED SIGNAL RT 76A TRANSPONDER SP 101874 IAW ALLIED SIGNAL SERVICE BULLETIN RT 76A-7, DATED JULY 1986.</p>					
<p>THE AIRCRAFT 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 / REPLACEMENT ARE ON FILE AT THIS AGENCY.</p> <p>DATE: 5-23-00 SIGNED: <i>[Signature]</i></p>					

WESTERN AVIONICS, INC. N104PD
F.A.A. YH3R997L

INSPECTOR: *[Signature]*
DATE: 5-22-00


LT. ALT. SN 88856 #1XPDR SN 101874
RT. ALT. SN #2XPDR SN WA
ADC/S/D (B/D) ENO SN 514146
APPENDIX E TO 25000 FEET. PERFORMED BY F.A.R. PART 43, 91.413 ACCOMPLISHED I.A.W. F.A.R. PART 43, APPENDIX F. W.O.# 44149

TACH: 1965-1
CERTIFIED ALTIMETER(S) AND STATIC SYSTEMS REQUIRED BY F.A.R. 91.411 I.A.W. F.A.R. PART 43, PERFORMED BY F.A.R. PART 43, 91.413 ACCOMPLISHED I.A.W. F.A.R. PART 43, APPENDIX F.

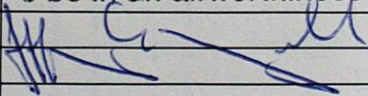
Date


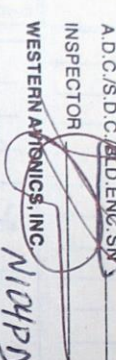
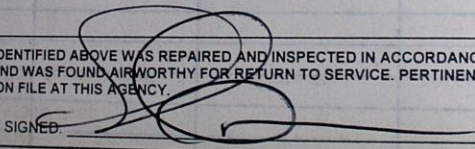
Tach 1965-1

1. Annual inspection carried out i.a.w the manufacturers maintenance manual
2. All A.D.'s up to and including A.D 99-27-02 complied with
3. Inspected and lubricated all control cable pulleys
4. Elt battery replaced. Elt tested and found serviceable
5. Voltage regulator replaced with new unit
6. Battery S/N G01770300 removed and replaced with battery S/N G01895911
7. Engine cowling Lord mounts and camlocks replaced
8. Transponder and altitude encoder certified by Western Avionics inc. W/O # 44149


FOR THE DATE 1965.1 27 June 2000
 I CERTIFY THAT THIS AIRCRAFT ENGINE HAS BEEN
 INSPECTED IN ACCORDANCE WITH AN ANMA
 INSPECTION AND WAS FOUND TO BE IN AN MINOR
 CONDITION.
AMP-2206075-1A 
CARL GAGE

18	FROM	FLIGHT	FLIGHT	HOURS	LOTS	TEST
8/1/2002	1965.3 TACH TIME					
	1965.3 Total TIME AF					
Annual inspection carried out i.a.w current maintenance manual from manufacturer. Aircraft is clean, hardware secure, lubrication of hinges, pulleys. Checked for corrosion and battery water ok, MIL-H-5606 level ok, brakes good. Installed brake linings. Prop & Spinner visual inspected, ok. Opened all inspection plates. Checked all lights, pitot heat, ok. Corrosion X applied for corrosion prevention.						
	AD 87-20-03 R2	Seat Rails		OK		(annual)
	AD 93-05-06	Visual dye	@	3955.7		(200 hrs) ACS
	AD 96-09-06	Bracket		visual		(100 hour)
	AD 00-06-01	Fuel Strainer		does not		apply by dates.
	AD 76-07-12	Bendix Sw		OK		(100 hr)

error	Place	Signature	19	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.
	Performs until 7/04,	ECT		TEST PER FAR 91.207 (d) Battery good Pitot static good until 6/04 for IFR flight 6/04 for 7/04 JET
I certify this <u>aircraft</u> has been inspected in accordance with <u>annual</u> inspection & was determined to be in an airworthiness condition				
 A&P 070380807 IA				

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	OF FLIGHT	TOTAL FLYING TIME HOURS
19					
19711 CAMPUS DR. - SANTA ANA, CA 92707 JOHN WAYNE AIRPORT (SNA) TEL (949)757-0290 - FAX (949)757-0293 FAA APPROVED REPAIR STATION #YH3R997L			 INCORPORATED		
- Replaces Angles with New UNITS 800-B.16 S# 181620 - SEE FAR 91.411/413 THIS DATE			N# 104PD MODEL 172 TACH 19653 W.O.# 47086	WESTERN AVIONICS, INC. N104PD INSPECTOR  DATE 7/16/02 F.A.A. YH3R997L	
THE AIRCRAFT 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 / REPLACEMENT ARE ON FILE AT THIS AGENCY.					
DATE	SIGNED: 				
7/16/02					
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE					

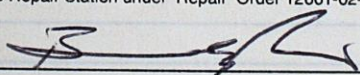
TACH 19653
 CERTIFIED ALTIMETER(S) AND STATIC SYSTEMS
 REQUIRED BY F.A.R. 91.411 I.A.W. F.A.R. PART 43,
 APPENDIX E TO 2000 FEET. PERFORMED
 A.T.C. TRANSPONDER TESTS REQUIRED BY F.A.R.
 91.413 ACCOMPLISHED I.A.W. F.A.R. PART 43,
 APPENDIX F.
 W.O.# 47086

MAKE: Cessna MODEL: 172M S/N: 17261428 REG. NO: 104PD WORK ORDER: 12661-02-2003		Howard Aviation, Inc. 1911 McKinley Ave. La Verne, Calif. 91750 Repair Station No. EM3R480L / TO3R874L	DATE: 2/4/2003 TTA: TACH: 1980.3
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Airframe Entries

Installed rear ICS jacks into existing PM 501 I/A/W manufacturers installation instructions. Performed ops check, unit checks good.... Match drilled new lower platic and transferred the circuit breakers and switches. Installed existing starter switch and new dimmer pot. Performed system ops check, light dimmer inop all other systems check good.... When instrument lighting was turned on, one of the 27 ohm resistors burned up. Troubleshoot the lighting system and found that both of the lighting transistor were bad and needed to be replaced. Replaced transistors and ops checked. Lighting checks good....

The airframe, engine and/or component identified herein was repaired and inspected in accordance with the current Howard Aviation, Inc. Inspection Manual and the Federal Aviation Regulations under which the operator is certified, and is approved for return to service as per those requirements. Pertinent details of the repair are on file at this Repair Station under Repair Order 12661-02-2003.

DATE: 2/4/2003	SIGNED: 	WORK ORDER: 12661-02-2003
Brian Peoples Certified Repair Station No. EM3R480L / TO3R874L		Printed by EBis (http://www.datcomedia.com)

DATE	FLIGHT FROM	TO	FLIGHT	FLIGHT	HOURS	IOHS	PILOT
# 2003							
9/1/03	2001.6	TACH	ALT + STATIC SYSTEM DUE				8/04 for IFR FLIGHT
	2001.6	Total Time	ELC BATTERY GOOD UNTL				7/04
<p>Annual Inspection carried out IAW current maintenance manual (manufacturer). Aircraft is clean, hardware secure, Pulleys, rotated bearing lubricated, hinges lubricated. Checked for corrosion, battery serviced. Mil-14-5606 level ok, Brake linings good. Prop & Spinner inspected, OK. All inspection plates opened & replaced. Checked, lights, pilot heat ok.</p>							
AD 70-07-12	Bendix	Test	ok				100 hour
AD 87-20-0322	Seat Rails	visual	ok				annual
AD 96-09-06	breckit Filter	visual	ok				100 hour
AD 93-06-06	ADS	visual	ok				due @ 3955.7
<p>certify this aircraft has been inspected in accordance with ANNUAL inspection & was determined to be in an airworthiness condition</p>							
<p>CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE</p>							IA 07038607

VOR 1	VOR 2	DATE	FLIGHT FROM	TO	FLIGHT	FLIGHT	HOURS	IOHS	PILOT
		1-4-04	2007.1	TACH + TAF	REMOVED LYCOMING O-320-12AD S/N L-33428-27A + McCAULEY 1C160/CTM S/N 721422 ENGINE + PROPELLER FOR REPLACEMENT.				388861851 AWP
		1-7-04	2007.1	TACH + TAF	INSTALLED LYCOMING O-320-12AD S/N L-43042-27A + McCAULEY 1C160/DTM S/N L3021 IAW. STC # SA2375SW SEE 337 THIS DATE. REPLACED THE FOLLOWING COMPONENTS:				388861851 AWP
				ENGINE 4218.0 HR TSN					
				ENGINE 0.0 HR SMOH					
<p>BARRY ENGINE MOUNTS - OIL COOLER HOSES - FUEL HOSE + FITTINGS TO CARB - VAC HOSE F/W/F - BREATHER HOSE - BATTERY COOLING SEAT TUBE - ALTERNATOR BELT - VACUUM PUMP - CENTRAL VACUUM FILTER - REAR SPINNER BULKHEAD. CLEAN BATTERY BOX CABLE ENDS. GROUND RUN ENGINE, NO LEAKS. OK FOR RETURN TO SERVICE.</p>									

19	FROM	FLIGHT	FLIGHT	HOURS	10THS	PILOT
8-15-04	TACH	2040.2				
Altimeter due on or before 8/06 Pitot-static due on or before 8/06 ELT BATTERY due on or before 8/06 ELT TESTED PER 91.207 AD 76-07-12 Bendix Test OK AD 87-20-03R2 Seat rails OK AD 96-09-06 Bracket Filter OK Brakes checked, MIL-H-5606 lube OK in good condition. Lights, radios, pilot heat OK. Aircraft is clean lubed inspected. PAW current Maintenance manual and FAR 43 Appendix D. Vacuum filter replaced PLW B3-5-1 certify this aircraft has been inspected in accordance with annual inspection & was determined to be in an airworthiness condition. Air filter replaced "BRACKET" Battery 420, OK						
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE						IA 070386807

VOR 1	VOR 2	19	ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
10/16/05	TACH 2078.3		Altimeter due on or before 8/06 Pitot-Static due on or before 8/06 ELT BATTERY due on or before 8/06 ELT was tested per 91.207 - OK AD 76-07-12 Bendix Sw. Test - OK AD 87-20-03R2 Seat rails - OK Work accomplished per current Cessna Maint Manual and per FAR 43 Appendix D. Work sheet with logs. certify this aircraft has been inspected in accordance with annual inspection & was determined to be in an airworthiness condition. IA 70386807 IA

N104PD Aircraft S/N: 17261428 Cessna 172 M
November 1, 2006
Tach Time: 2106.9 TTAF: 2106.9

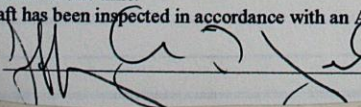
The aircraft was inspected per Appendix D to Part 43 Annual Inspection and a current Cessna maintenance manual was used.

All Access panels were removed from the wings and empennage. The inside of the wing and empennage was inspected for corrosion on aileron, flap, elevator and rudder pulleys were rotated and bearings were lubricated.
Skin inspected for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings.
All Systems and components inspected for improper installation, apparent defects, and unsatisfactory operation.
The Cabin and cockpit group was generally inspected for cleanliness and loose equipment.
Seats and safety belts inspected for poor condition and apparent defects.
Windows and windshields inspected for deterioration and breakage.
Instruments inspected for poor condition, mounting, marking, and improper operation.
Flight and engine controls inspected for improper installation and improper operation.
Batteries inspected for improper installation and improper charge.
Check all systems for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.
Western Avionics (FAA-YH3R997L) calibrated the altimeter and static system on 9/26/06, next due on or before 9/08
Seat belts inspected.
The aircraft battery was inspected and serviced. The battery box was inspected and treated with CORROSION X.
AD 87-20-03R2 Inspected per SE 83-6
AD 76-07-12 BENDIX SWITCH TEST C/W
Carpeting and seats were steam cleaned
Aileron pulleys beneath the panel were lubricated and rotated
The static system filter was inspected and found to be in an acceptable condition.
The Landing Gear Group was inspected for poor condition and insecurity of attachment.
Inspected shock-absorbing devices for improper oleo fluid level.

CERTIFIED ALTITUDE(S) AND STATIC SYSTEMS
REQUIRED BY F.A.R. 91.411 I.A.W. F.A.R. PART 43,
APPENDIX E TO 2006 FEET. PERFORMED
A.T.C. TRANSPONDER TESTS REQUIRED BY F.A.R.
91.413 ACCOMPLISHED I.A.W. F.A.R. PART 43,
APPENDIX F.
W/O # 216589

RT. ALT. SN #2XPDR SN
LT. ALT. SN #1XPDR SN KT 76A
A.D.C/S/D.E./BLD. ENG. SN
INSPECTOR DATE 9-25-06
WESTERN AVIONICS, INC. N104PD FAA YH3R997L

- The linkages, trusses, and members were inspected for undue or excessive wear fatigue and distortion. The wheels were inspected for cracks, defects, and condition of bearings.
- The brake pads and disc were inspected. The hydraulic lines were inspected for damage and fluid level is acceptable. The tires were inspected for wear and cuts.
- The tires were inspected; Pressure set at 29 PSI for the mains and 31 PSI for the nose wheel.
- The OLEO STRUT was inspected for corrosion and inflation.
- Wing and center section assembly inspected for poor general condition, skin deterioration, distortion, evidence of failure, and insecurity of attachment.
- Piano hinges, bearings, rollers on flaps, rudder, elevator and ailerons were cleaned, inspected and lubricated as required.
- Empennage assembly inspected for general condition, skin deterioration, distortion and evidence of failure, insecure attachment, improper component installation, and improper component operation.
- Baggage compartment was opened and pulleys were rotated and lubricated.
- The tailcone area was cleaned and inspected for corrosion and damage.
- The access panels to the empennage were removed and control cables were inspected and pulleys were rotated and lubricated.
- Propeller assembly inspected for cracks, nicks, binds, and oil leakage.
- Bolts inspected for improper torque and lack of safetying.
- The propeller was cleaned and inspected for defects and the screws securing the spinner were verified to be secure.
- Radio and electronic equipment inspected for improper installation and insecure mounting.
- Wiring and conduits inspected for improper routing, insecure mounting, and obvious defects.
- Bonding and shielding inspected for improper installation and poor condition.
- Antenna inspected for poor condition, insecure mounting, and improper operation.
- The ELT battery was replaced with NARCO ELT 10. The ELT battery expires on or before 10/08. The ELT was tested per FAR 91.207 and found to be functional.

All AD's are in compliance at this time.
I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in an airworthiness condition at this time.
Jeffrey A. Honeywell  IA 70386807

N104PD Aircraft S/N: 17261428 Cessna 172 M
December 1, 2007

Tach Time: 2130.9

TTAF: 2130.9

The aircraft was inspected IAW FAR Part 43 Appendix D for Annual Inspection and IAW current Cessna maintenance manual.

All Access panels were removed from the wings and empennage. The inside of the wing and empennage was inspected for corrosion and condition. The aileron, flap, elevator and rudder pulleys were rotated and bearings were lubricated.

Skin inspected for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings.

All Systems and components inspected for improper installation, apparent defects, and unsatisfactory operation.

The Cabin and cockpit group was generally inspected for cleanliness and loose equipment.

Seats and safety belts inspected for poor condition and apparent defects.

Windows and windshields inspected for deterioration and breakage.

Instruments inspected for poor condition, mounting, marking, and improper operation.

Flight and engine controls inspected for improper installation and improper operation.

Batteries inspected for improper installation and improper charge.

Check all systems for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.

Western Avionics (FAA-YH3R997L) calibrated the altimeter and static system on 9/26/06, next due on or before 9/08

Seat belts inspected.

The ELT battery expires on or before 10/08. The ELT was tested per FAR 91.207 (d) and found to be functional.

The aircraft battery was inspected and serviced. The battery box was inspected and treated with CORROSION X.

AD 87-20-03R2 Inspected per SE 83-6

AD 76-07-12 BENDIX SWITCH TEST C/W

Aileron pulleys beneath the panel were lubricated and rotated

The static system filter was inspected and found to be in an acceptable condition.

The Landing Gear Group was inspected for poor condition and insecurity of attachment.

Inspected shock-absorbing devices for improper oleo fluid level. The OLEO STRUT was inspected for corrosion and inflation.

The linkages, trusses, and members were inspected for undue or excessive wear fatigue and distortion. The wheels were inspected for cracks, defects, and condition of bearings.

The brake pads and disc were inspected. The hydraulic lines were inspected for damage and fluid level is acceptable. The tires were inspected for wear and cuts.

The tires were inspected; Pressure set at 29 PSI for the mains and 31 PSI for the nose wheel.

Wing and center section assembly inspected for poor general condition, skin deterioration, distortion, evidence of failure, and insecurity of attachment.

Piano hinges, bearings, rollers on flaps, rudder, elevator and ailerons were cleaned, inspected and lubricated as required.

Empennage assembly inspected for general condition, skin deterioration, distortion and evidence of failure, insecure attachment, improper component installation, and improper component operation.

Baggage compartment was opened and pulleys were rotated and lubricated.

The tailcone area was cleaned and inspected for corrosion and damage.

The access panels to the empennage were removed and control cables were inspected and pulleys were rotated and lubricated.

Propeller assembly inspected for cracks, nicks, binds, and oil leakage.

Bolts inspected for improper torque and lack of safetying.

The propeller was cleaned and inspected for defects and the screws securing the spinner were verified to be secure.

Radio and electronic equipment inspected for improper installation and insecure mounting.

Wiring and conduits inspected for improper routing, insecure mounting, and obvious defects.

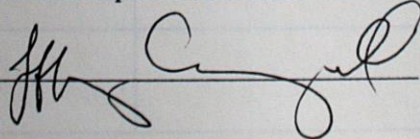
Bonding and shielding inspected for improper installation and poor condition.

Antenna inspected for poor condition, insecure mounting, and improper operation.

All AD's are in compliance at this time.

I certify that this aircraft has been inspected in accordance with an Annual Inspection and was determined to be in an airworthiness condition at this time.

Jeffrey A. Honeywell



IA 70386807