

Cessna®

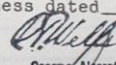
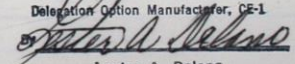
AIRCRAFT LOG AND MAINTENANCE RECORD

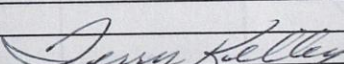
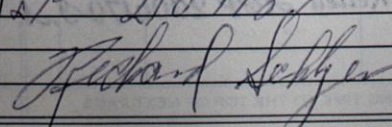
Make	Model	Serial	Certificate
Cessna	210L	21060174	N59240
Make	Model	Serial	
Continental	IO-520-L-3A	554105	
		55426	
		572253	

19 ___ to ___

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
7/4	0°	0°	[Signature]	19	[Signature] 1404650
1-30	0°	0°	[Signature]		

I have inspected this aircraft and found it complies with the requirements of FAR 21.183. All mandatory changes have been complied with. The static pressure system and sensitive altimeter instrument A3168 have been tested and inspected 11-22-73 and found to comply with FAR 91.170 to an altitude of 20 thousand feet. Standard Certificate of Airworthiness dated 2-6-74 was issued by me.


 Executive Engineer
 Cessna Aircraft Co., Pawnee Div.
 Delegation Station Manufacturer, CE-1

 Lester A. Delano

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature		
	VOR 1	VOR 2		19	
7/5/74			[Signature]	19	Tach 127 hrs
					<p>CD A.D. 74-13-06 Mc Cauley Whubs. Log installing Mc Cauley kit PL 30403 in accordance with Mc Cauley Service Bulletin WB-1.</p> <p style="text-align: right;">  Jerry Kelley AIP 2006175 JA </p>
8/30/74					<p>tach time 243.5</p> <p>Installed new turn coordinator and new altimeter. Certified date on this is 8-73 Aug 23 1973</p> <p style="text-align: right;"> AIP 2107789  Richard Schyer </p>

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	OF FLIGHT	FLYING TIME		PILOT
					HOURS	10THS	
19 74 8/9/74							Tech 224 hrs
A/C given 100 hr insp. - Balanced tires - greased gear, ran retract test - lube control lights. Replaced map light							
I certify that this A/C has been inspected in accordance with a 100 hr inspection and was determined to be in airworthy condition.							
Date 8/9/74 Time 224 hrs							
Mechanic Terry Kelley							
Terry Kelley A&P 2006170 I.A.							

In accordance with FAR 91.417				Enter here general information and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS BOOK". ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.			
Date	Bearing error VOR 1	Bearing error VOR 2	Place	Signature	Date	Signature	Signature
9-20-74			Arkansas	Installed altimeter serial # 6734145 certified 3-21-74 at Philby's Jet 1 at PI 1383041			

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	OF FLIGHT	FLYING TIME		PILOT
					HOURS	10THS	
19 74 10/29/74							Tech 320 hrs
A/C given 100 hr insp. - Starter wiring removed as needed - lube control lights turned main tank around for equal wear - lined brakes - greased oil gear - lube fluid - gear retraction ran - drained fuel system - installed fuel tank pump drains - installed magnet - date 8/2/73 - performed pitot static ch - as per FAR 91.170 - lube removed - GWA 74-20-10 and found EGT temp - Newell on order -							
I certify that this A/C has been inspected in accordance with a 100 hr inspection and was determined to be in airworthy condition.							
Date 10/29/74 Time 320							
Mechanic Terry Kelley							
Terry Kelley A&P 2006170 I.A.							

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

Date	Bearing error VOR 1 VOR 2	Place	Signature	19	and changes in propeller or engine ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
12-6-74					Installed altimeter C 661011-020 certified 10-30-74 to 20,000 ft alt ser # 10096-7 AD 74-24-13 does not apply. Terry Kelley A&P 2006170
12/27/74					Removed alt ser 10096 and installed alt ser 98396 P/N C-661071-010 Repaired & Checked AD 74-24-13 12/17/74 Terry Kelley A&P 2006170

19 75	FROM	FLIGHT	FLIGHT	HOURS	IOHS
5 FEB 75	INSTALLED NARCO DME-190, S.N. 10861, NARCO BLADE ANTENNA INSTALLED. NEW A/C EMPTY WT.: 2259.1 NEW A/C C.G. : 40.66				IN CENTER RADIO STACK. AIRCRAFT WT & BALANCE REWEIGHTED. CENTRAL ILLINOIS AVIONICS, INC R. R. 2, BOX 352 PEKIN, ILLINOIS 61554 C. R. S. 3197
14 FEB 75	INSTALLED LEIGH ARM-1 ALTITUDE ENCODER, SYSTEM AND ENCODING OF ARM-1 PER NEW A/C EMPTY WT.: 2260.6 NEW A/C C.G. : 40.64				SN #1098. TESTED P.T.P. SYSTEM FAR 91.366 CENTRAL ILLINOIS AVIONICS, INC R. R. 2, BOX 352 PEKIN, ILLINOIS 61554 C. R. S. 3197

3/26/75 Jack 401 hrs

A/C given Annual Insp - lubed controls, Oilights serviced, hyd serv's ck brakes, replaced all three tires and repacked all wheel bearings, greased ldg gear and inspected fan relay test - alt was re-installed by person unknown ck installation same as original. Sharc 7 alt ser 78584 Battery date Sept 76 Ch Battery

I certify that this A/C has been inspected in accordance with a Annual inspection and was determined to be in airworthy condition.

Date 3/26/75 Time 401 hrs
Mechanic Terry Kelley
Terry Kelley A&P 2006170 J.A.

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	OF FLIGHT	FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
75 4/18/75							Jack 429
Installed new man/press/fuel/flow gauge United Inst type 570 02508							
Larry Kelley AIP 20061705A							

VOR receiver in accordance with FAR 91.25				Enter here general data with reference to "Line" and "Periodic" inspections and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK" ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.			
Date	Bearing error VOR 1 VOR 2	Place	Signature	19			
75 7-25-75							Jack 529
Pulled map panels, lubricated all controls and pulleys, pulled gear retention nut o.k. removed all wheels, cleaned and re-packed wheel bearing							
I certify that this aircraft has been inspected in accordance with a <u>100 hour</u> inspection and was determined to be in worthy condition.							
Date <u>7-25-75</u> Time <u>Jack 529</u>							
Mechanic <u>Paul Martin</u> AIP 352402034							
7-25-75							
Installed nose wheel assembly in accordance with Cessna Service Letter SE-75-8, Part No. PL30601							
Paul Martin AIP 352402034							

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	OF FLIGHT	FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
75 9-26							Jack 640
Installed new right stroke power supply Whelen Engineering Co. Serial number T-14-00705							
I certify that this aircraft has been inspected in accordance with a <u>100 hour</u> inspection and was determined to be in air-worthy condition.							
Date <u>9-26-75</u> Time <u>Jack 640</u>							
Mechanic <u>Paul Martin</u> AIP 352402034							

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS Enter here general data with reference to "Line" and "Periodic" inspections - Rigging Changes - Alterations - Repairs - Service Letters - and changes in propeller or engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.
Date	Bearing error	Place	Signature		
75				19__	
11-14					<p>Have airplane 100 hour insp., lubricated all flight controls and pull-up, installed two brake linings on each main brake assembly</p> <p>Tach 1909</p> <p>I certify that this aircraft has been inspected in accordance with a 100 hour inspection and was determined to be in air worthy condition.</p> <p>Date 11-14-75 Time 1109</p> <p>Mechanic <i>[Signature]</i> A&P 0352402034</p>

19	FROM	TO	FLIGHT	FLIGHT	HOURS	TOTAL
76						
	Replaced both main tires					
	<p>I certify that this A/C has been inspected in accordance with a Annual inspection and was determined to be in airworthy condition.</p> <p>Date 2/3/76 Time 802</p> <p>Mechanic <i>[Signature]</i> Terry Kelley A&P 2006170 J.A.</p>					
	<p>2-14-76 Replaced Right stroke power supply with factory overhauled power supply.</p> <p><i>[Signature]</i> A&P 023749</p>					
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE						

VOR 1 VOR 2 19 ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.

3/26/76 Tach 901 hrs

A/C Given 100hr insp. Lubed & Ck Controls
 Stopped drilled crack in left flap Ck Battery & hyd
 system replaced left main Brake master cyl.
 Ck lights replaced rt. strobe power supply
 pack. A/C cleaned serviced gear - performed
 retraction test Replaced nose gear hyd lines.

I certify that this A/C has been inspected in accordance with a 100hr inspection and was determined to be in airworthy condition

Date 3/26/76 Time 901
 Mechanic Terry Kelley
 Terry Kelley A&P 2006170

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	OF FLIGHT		FLYING TIME		PILOT
				HOURS	10THS	HOURS	10THS	
76								
5/12/76			Checked AD 76-7-12 Bendix Ign switch & found N/A					Terry Kelley A&P 2006170
6/18/76			Replaced Rt Side Strobe Power Supply					Terry Kelley A&P 2006170

in accordance with FAR 91.25

Date 27 July 1976 Tach Reads 1162 Hours - Completed 100 hour inspection
 Reduced all access panels & fairing & inspected piked all control
 hinges & pulleys. Replaced tail light bulb, jacked aircraft & cycled
 gear. Adjusted Right cowling flap, Replaced all brake linings
 turned brake discs on both, regreased all wheel bearings, Regreased
 all dragstrut plates & fairings, dressed small nicks from propeller
 & repainted. Test flew left ok. T. Kelley A&P 251329000

I CERTIFY THAT THIS AIRCRAFT, ENGINE
HAS BEEN INSPECTED I/A/W
 100 Hour INSPECTION AND WAS
 DETERMINED TO BE IN AIRWORTHY
 CONDITION. TOTAL TIME 1162 TACH TIME 1162
 DATE 27 July 76 SIGNATURE T. Kelley A&P 251329000

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	DURATION OF FLIGHT	TOTAL FLYING TIME		SIGNATURE OF PILOT
					HOURS	10THS	
19 76							
9/13/76	Tach reads	1311.5 hrs	Total time	1311.5 hrs			Annual inspection completed - Aircraft lubricated - Greased gear - Cleaned & repacked wheel bearings - Drained fuel sump - Serviced tires, battery & brakes - Gear retraction OK - Installed new main tires - Replaced brake levers - No AD's apply this date
<p>I certify this aircraft has been inspected in accordance with a Annual inspection and was determined to be in airworthy condition.</p> <p><u>Herbert O. Edwards</u> Herbert O. Edwards 1082189 I.A.</p>							

Date	Base VOF	19	ALL DATA must bear the endorsement of a certificated mechanic, and its entry...
16 Oct 1976	Tach Reads	1409 Hours	Removed Engine SN 554105 and installed Engine SN 554426 with total time of 257. Hours. L & R main AP351329400
<p>I certify that altimeter and static system tests required by FAA Part 91.170 have been performed.</p> <p>Static system test date <u>11-2-76</u>.</p> <p>Altimeter tested to <u>20,000</u> ft.</p> <p>LH Altimeter SN <u>98346</u>, Date <u>10-26-76</u></p> <p>RH Altimeter SN <u> </u>, Date <u> </u></p> <p><u>Robert N. Andersen</u> AIP 1452702</p>			

19	FROM	FLIGHT	FLIGHT	HOURS	10THS
11-1-76	TACH 1418.0	I certify this aircraft has been 100 hr inspected and is considered airworthy. Gear retraction OK. Cable trays, tubes & wheels insp.			
<p><u>Robert N. Andersen</u> AIP 1452702</p>					
2/15/77	100 hr inspection - checked attach fittings, hinges, pulleys, cables, hubcaps where required. Except for gear retraction test, I certify this aircraft has been inspected in accordance with a 100 hr inspection & determined to be airworthy. Gear retraction test to be done by Northern Air Service. TTA = 1544 hrs. Don P. Reul. TACH = 1544 hrs. AIP 2101542.				
<p>ELT BATT REPLACEMENT DUE 9/79</p> <p>9170 ALT + STATIC CHECK DUE - 11/78</p>					

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

Date	Bearing 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.
	VOR 1	VOR 2				
2/16/77			TACK 1545.5			JACK A/C & Run gear Retraction test OK gear up lock, & down locks, OK gear down clearance, & PIT, OK power fluid level OK SAFETY SWITCH Rogers A/P 2057653
5-11-77			1646.0 TACK			I certify this aircraft has been 100 hr inspected, gear retractor test, and consider this aircraft airworthy. cables inspected, pulleys inspected, Robert N Andersen A/P 1452702 IA

FROM					
Date	6-29-77	Tack	1732.9	WO#	45832
Replaced #4 main wire					
Replaced Fuel system signal conditioner					
<p>This aircraft, air-frame, aircraft engine, propeller, or appliance identified on this form 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. 45832</p>					
Date	6-29-77	Signed	[Signature]		
KAL-AERO INC. CERTIFIED REPAIR STATION 3240 605 Portage Road, Kalamazoo, Michigan 49002					

VOR required in accordance with FAR 91.25				Enter here general data with reference to "Line" and "Revision" and changes in propeller of engine - as outlined in the front of this book, under the heading, "INSTRUCTIONS FOR USE OF THIS LOG BOOK." ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown.	
Date	Bearing error VOR 1 VOR 2	Place	Signature	19	
7-22-77					<p>1770.3 T.T. I certify this aircraft has been 100 hr inspected and is considered airworthy. gear retraction tested as AD 77-13-17 prop O/N/A per AD 77-13-22 only O/N/A table 2</p> <p>Robert N Andersen A&P 1452702 IA</p>

AIRFRAME INSPECTION

MAKE CESSNA N 59240 S/N 60774 TOTAL TIME 1851.0

DATE 10-26-77 TACH/HOURMETER TIME _____

WORK ORDER # _____ AIRCRAFT TOTAL TIME ADD _____ TO _____

INSPECTION COMPLETED ON AIRFRAME IN COMPLIANCE WITH FAA DIRECTIONS.

HOBS/TACH METER		INSPECTIONS DUE	
LANDING GEAR	<input checked="" type="checkbox"/>	BATTERY-ELECT SYSTEM	<input checked="" type="checkbox"/> FAR 91.24a Transponder TSO
RETRACTION	<input checked="" type="checkbox"/>	EMPENNAGE GROUP	<input checked="" type="checkbox"/> FAR 91.25 VOR Checks
WHEELS & BEARINGS	<input checked="" type="checkbox"/>	RADIO/PANEL LIGHTS	<input checked="" type="checkbox"/> FAR 91.33b Flotation/Pyrotech
LUBRICATIONS	<input checked="" type="checkbox"/>	NAV. BEACON & STROBES	<input checked="" type="checkbox"/> FAR 91.36 <u>1/79</u> Encoder
FABRIC/SKIN	<input checked="" type="checkbox"/>	LANDING/TAXI LTS	<input checked="" type="checkbox"/> FAR 91.52d <u>9/79</u> ELT Battery
WINGS	<input checked="" type="checkbox"/>	ANTENNAS	<input checked="" type="checkbox"/> FAR 91.169(100) <u>1951</u> Airworthiness Insp
CABLES & PULLEYS	<input checked="" type="checkbox"/>	INSTRUMENTS	<input checked="" type="checkbox"/> FAR 91.170 <u>10-26-78</u> (Ann) <u>10/78</u> Left Altimeter
CABIN & SEATS & BELTS	<input checked="" type="checkbox"/>	FUEL SELECTOR & PUMPS & SYS	<input checked="" type="checkbox"/> FAR 91.177 Right Altimeter
ELT OPTS	<input checked="" type="checkbox"/>	FLIGHT CONTROLS & FLAPS	<input checked="" type="checkbox"/> FAR 91.177 #1 Transponder
COCKPIT GROUP	<input checked="" type="checkbox"/>	WINDOWS	<input checked="" type="checkbox"/> FAR 91.177 #2 Transponder
ADDITIONAL <u>AD 76-07-12 by test</u>		HEATER, AIR COND & BLOWERS	<input checked="" type="checkbox"/> FAR 135.161 <u>3/78</u> Fire Extinguisher
<u>77-16-05 pull tested OK</u>			<input checked="" type="checkbox"/> FAR 135.167 Reweighed
			<input type="checkbox"/> OIL CHANGE


I CERTIFY THAT THIS AIRFRAME HAS BEEN INSPECTED IN ACCORDANCE WITH A/AN ANNUAL INSPECTION AND DETERMINED TO BE IN AIRWORTHY CONDITION. A.D.'S THROUGH _____ CHECK FOR COMPLIANCE.

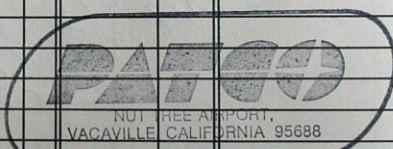
Robert N Andersen
A&P 1452702 IA

TRANS-AIR, INC. aviation center
CHERRY CAPITAL AIRPORT, TRAVERSE CITY, MICH. 49684
616 - 941-0150

Date	Bearing error VOR 1 VOR 2	Place	Signature	19	
10-13-77					<p style="text-align: right;">TAB. 1846.7</p> <p>In Accordance With FAR 91.177 This Aircraft's ATC Transponder (Manufacturer <u>ARC</u> Type <u>AT-358A</u>, S/N <u>180</u>) Was Found To Comply With FAR 43 Appendix F On <u>1300201</u> Using Ramp Checker Type <u>ARC-603</u>, S/N <u>169</u></p> <p>KAL-AERO, INC. CRS 3240 W.O. # <u>41990</u> Signed <u>W. J. Rowley</u></p>

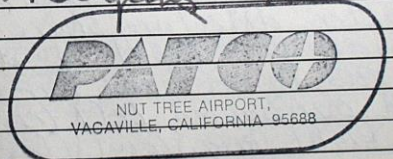
DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	OF FLIGHT	FLYING TIME		PILOT
					HOURS	10THS	
1978							
May 10, 1978							
1. Installed Propeller Assy #N: 739488 After Overhaul by Bridgeman Prop Shop w/c # 29297. 2. Installed new brake disc's and all new brake linings. 3. Installed new Aeroquip 303-4 hose in Nose gear door act. down-close line. 4. Installed new nose wheel hub caps. 5. Installed new forward seat stops. 6. Installed new fuel selector placard. 7. Installed new air-filter Element on 4th Intake housing. 8. Installed new 6.00X6-8 PLY R/H main wheel tire and new brake line at wheel location. 9. Installed new propeller Control Assy + Rigged to Spec's 10. Installed new load mount on R/H Cowl flap + Re-rigged Complete System. 11. Installed new Cowl Flap lever knob. 12. Installed new Tail Nav. Lite.							
CARRY FORWARD THE TOTAL ACCUMULATED FLYING TIME TO THE TOP OF NEXT PAGE							

in accordance with FAR 91.25			DATE	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	19	
1978	VOR 1	VOR 2			
13.	Resealed all loose hardware on Landing Gear Rear Doors				
14.	QW AD 76-7-12 Bendix 19m SW Grd. Check Normal. Denis C. Bergant AIP 20567391A				
					
Max	12	1978	Tach Reads 1888.3		
2 Replaced nose wheel tire with 6.00x5 GPR R/H Custom Arnold Thompson AIP 550156650					

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	OF FLIGHT	FLYING TIME		PILOT
					HOURS	10THS	
1978							
June 2	1978		Tach 1903.2 Hrs				
1. Removed Power Pak Door Manifold - Cleaned and Reinstalled on airplane Gear Retraction checks thru 5 fault free cycle's. Emergency extension is Normal. 2. Repair broken Instrument Post Lite "+" lead. 3. Reinstalled 4th Pilots Inner seat rail correctly 4. Adjusted Propeller Max 12PM to get 2850% Denis C. Bergant AIP 20567391A							
							

IASCO 108.0 VOT AIRCRAFT LOG

VOR Receiver operation checked in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	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.
1978	VOR 1 VOR 2				
July 10				1978	Tach: 1933.0 Hrs 1. <u>ELT (Sharc 7)</u> Removed from airplane due to internally defective circuits. (Leigh Sharc 7 Model # 7J-169 s/n: 78589) Circuit Board Corroded - elt is inoperative. 2. Repaired Throttle Micro SW wire connection at Micro SW, as necessary. 3. Repaired Alternator / V. Reg Field wire connection, as necessary. Denis C. Bergantz AIP 2056739



1978	FROM	TO	FLIGHT	FLIGHT	HOURS	IOths
Oct. 5	1978		Tach: 2012.1 Hrs	- dw AD 76-7-12	Baudin Ign. SW - Normal	Grd OFF
1. Installed new flap shading buttons in both wing flaps. 2. Installed new Baggage door seal + left cabin door seal. 3. Installed new eng. fuel press. gage Aeroquip hose from eng. to firewall + new hose from engine vapor return check valve to firewall. 4. Installed new vacuum system Reg. filter. 5. Installed new main gear (landing) door seals, where needed. 6. Installed new Right Flv. static wick (outboard). 7. Installed new Narco ELT 10 Transmitter + Antenna Assy. in existing fuselage mounts, after defective Sharc 7 ELT was removed. No Negible weight change noted. Battery date: Oct. 28, 1979. 8. Installed new Cabin heat air tube from muffler to firewall. 9. Installed overhauled Left (eng.) exh. collector Assy. (Knisley w/o #2321.) 10. Resecured Right (eng.) low flap hinge. 11. Installed new Right Cabin door dim rest 12. Installed new Right wheel brake caliper housing + Bled System. 13. Rotated Right main tire on wheel.						

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

in accordance with FAR 91.25				DATE	REMARKS
Date	Bearing error	Place	Signature	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.
1978	VOR 1 VOR 2				
Oct. 5				1978	(continued) 14. Removed battery box corrosion + sealed with Acid Proof Paint. 15. Installed new Prop Governor end plate Retainer rings (2). 16. Re-rigged Throttle control, as necessary. 17. Re-rigged Left Gear Downlock hook, and Right Uplock hook and all 3 up-limit switches to Cessna Ser. Manual Specs. 18. Installed all new brake linings. 19. Re-rigged Rear Id. Gear Door's, to close evenly. 20. Installed new fuel strainer drain grommet. Denis C. Bergantz AIP 2056739 I.A.
					I CERTIFY THAT THIS Aircraft HAS BEEN INSPECTED IN ACCORDANCE WITH AN Annual INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION. DATE 10/5/78 TIME IN SERVICE 2012.1 Hrs Denis C. Bergantz DENIS C. BERGANTZ A & P 2056739 I.A.

DATE	FLIGHT FROM	TO	NATURE OF FLIGHT	OF FLIGHT	FLYING TIME		PILOT
					HOURS	10THS	
1978							
Nov 3	1978	Tach: 2045.3 Hrs	1. Installed new shimmy Dampener Piston + shaft Assy and all new seals. 2. Installed new Right Door Seal and painted hinge's.				
			Denis C. Ruddy AIP 2064739IA				
NOV 18			CHECKED BATTERY & SERVICED WITH DISTILLED WATER.				CFIA 1094291 R. RUDDY
FEB 04 '79			NEW BATTERY INSTALLED				R. RUDDY CFIA 1094291
MAR 20 '79			CHECKED BATTERY & SERVICED WITH DISTILLED WATER				R. RUDDY CFIA 1094291
JUN 24 '79			CLEANED UNDER BELLY W/ SOLVENT & COMPLETE WASHING				R. RUDDY CFIA 1094291
			WORKING ON TACH 2100 C/P SL 79-6 ROD END BOLTS & NUTS				
			VOR CHECK NADA 50 AIP 108.0 #1 VOR READS 183° #2 VOR READS 179°				
JAN 27 '80			CHECKED BATTERY & SERVICED WITH DISTILLED WATER				R. RUDDY CFI 1094291
FEB 19 '80			VOR CHECK MAP CO. A.P. 108.0 #1 VOR READS 183° #2 VOR READS 179°				R. RUDDY CFI 1094291
MAY 25 '80			VOR CHECK 340R 113.0 30 INVA CO A.P. #1 VOR " 344° #2 VOR READS 340				R. RUDDY CFIA 1094291
NOV 22 '80			CHECKED BATTERY & SERVICED WITH DISTILLED WATER				R. RUDDY CFIA 1094291

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

VOR 1 VOR 2 _____ 19 _____ ALL DATA must bear the endorsement of a certificated mechanic, and his rating and certificate number must be shown

DATE 13 Nov 79 TOTAL TIME 2329.2 TACH READING 2329.2


I CERTIFY THAT THIS Aircraft HAS BEEN

1. Replaced Fuel Tank Placard
2. Replaced Both Brake Discs
3. Replaced All Brake Linings
4. Replaced Rt Main Tire
5. Adjusted Elevator Trim Chain

INSPECTED IN ACCORDANCE WITH AN Annual

INSPECTION AND WAS DETERMINED TO BE IN

AIRWORTHY CONDITION. [Signature]
2064739IA



Date 11/29/79 CHECKED RT-359A XPDR SN 180
 IN ACCORDANCE WITH MINIMUM PERFORMANCE
 STANDARDS OF FAR 91.177
D. Lawrence
 BAY AVIONICS W.O. # 41400
 FAA 464-42
 OAKLAND AIRPORT, CA

11/29/79
 We certify that altimeter and static
 system tests required by FAR 91.170
 (APPENDIX E PART 43) have been
 performed. Altimeter has been tested
 and calibrated to 20,000 ft.
 BAY AVIONICS
 FAA-Rep. Sta. 464-42
 Oakland Airport

Static System leak
 to be repaired.
 Static system leaks stopped
 FAR 91-170
D. Lawrence
Artis Cleland
 Bridgeport Flying Serv.
 412-30

Date	DESCRIPTION	REMARKS
	I CERTIFY THAT THIS <u>Prop</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>Annual</u> TR INSPECTION AND WAS FOUND AIRWORTHY FOR RETURN TO SER- VICE. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS AGENCY UNDER WORK ORDER: TOTAL TIME <u>2479</u> TACH TIME <u>2479</u> DATE <u>12-04-80</u> W/O <u>2465</u> INSPECTOR <u>John C. [Signature]</u> AVIASCO INC. FAA CRS-4648	ELT S/N 63160 REMOVED AND NEW NARCO ELT 10 S/N 96485 INSTALLED - BATTERY RECHECK DATE ADL 28, 1982 REPLACED L/H TIRE - REVERSED R/H TIRE SEE BACK OF BOOK FOR OPEN OR RECURRENT AD. NOTES
<u>12-11-80</u>	at 2495 Hrs. resealed Turn & Slip Indicator. Removed Ser # 1677, installed ser # 772-127	<u>James & Fyl</u>
<u>24 Dec 1980</u>	2495.0 Tach installed overhauled Prop Ser # 7394885 099420500 prop overhauled by Western Air Motive Co w/o 2-5710	AVIASCO MAINTENANCE FAA REPAIR STATION 4648 100 AVIASCO ROAD NAPA COUNTY AIRPORT NAPA, CALIFORNIA 94558 W/O 2694