

#2

AIRCRAFT RECORD - GENERAL INFORMATION

MANUFACTURER CASSMA MODEL 172D SERIAL 17248311

REGISTRATION NUMBER N7811X DATE MFG. _____

ENGINE(S) CURRENTLY INSTALLED.

~~CONT~~ MODEL 0-300-D SERIAL 24265-0-0-D

Lycoming MODEL 0-360-A1A SERIAL L-21863-36A

ACCESSORY(S) CURRENTLY INSTALLED.

Sensenich MODEL 76EM8\$5-0-60

| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TIME IN SERVICE | ENGINE MECHANIC OR REPAIR FACILITY (SEE SERIALS) |
|--|---------------------|---------------|--------------------|---|
| 5-2-91 | TACH 1561.15 | | | REMOVED MACCO MK12 SYSTEM. INSTALLED KING KX155/KI208 MAUCOM SYSTEM. INSTALLED MORROW 800 FLYBUDDY LORAN SYSTEM. S&R FORM 337 FOR DETAILS. ALL SYSTEMS FUNCT. CHECK OK. NEW EMPTY WEIGHT 1394.55 NEW CG 37.71 NEW USEFUL LOAD 805.45 |
| | | | | FOR AIRTRONICS INC. CAS NY 2R048L |
| 8/1/91 | | | | Install missing strut bolts. |
| DATE: 8-1-91 | TACH: 1581.0 | | TOTAL TIME: 1581.0 | TSMON: 101.99 |
| Repack wheel bearings, check lights, brakes, battery, brake reservoirs, ELT, fuel strainer, control travel, cable tension, extension system, tube pulleys, rod ends, hinges. Run-up & check operation. This aircraft has been inspected in accordance with § 91.403 inspection & is approved for return to service. Reference MAC AIR W.O. # MA0074. | | | | |
| SIGNATURE: <u>David Butting</u> LICENSE: <u>AIPSI2781342 SA</u> | | | | |
| 5-12-92 | 1604.6 | | | Butting changed oil |
| 9/9/92 | Tach 1632.72 | | Total Time 1632.72 | Route starter wires, CW AD 76-07-12 by checking mag switch for proper "off" operation, CW AD 87-20-03 by visual inspection of seat rails, rollers, & actuating mechanisms, repack wheel bearings; check lights, brakes, battery, brake reservoirs, ELT, fuel strainer, control travel |

(cont'd)

| 19 | TACH TIME | TODAY'S FLIGHT | SERVICE | MECHANIC OR REPAIR FACILITY |
|--|---------------|---|--|---|
| (cont'd) | cable | tensions; lube pulleys, rod ends, hinges. | Run-up & check operation -OK. | I certify that this aircraft has been inspected in accordance with an annual inspection & is approved for return to service. Reference MAC AIR W.O.# AM550. David Bitting A#PS12781342 IA |
| 11/2/93 | Tach 1672.76 | Total Time 1672.76 | Remove & replace bad nutplate on inspection panel, remove & replace stripped rivnut on strut fairing, install nutplate on rear seat center aft attach point, install missing seat stops, reflare leaking line on fuel strainer, reroute air/oil separator line, reshim both flaps, reroute LH aileron cable & adjust cable tension, clean birds nest out of tailcone, repair holes in battery box & repaint, CW AD 76-07-12 by checking mag switch for proper "off" operation, CW AD 87-20-03 by visual inspection of seat rails, rollers, & actuating mechanisms. | |
| DATE: 11-2-93 | TACH: 1672.76 | TOTAL TIME: 1672.76 | TSMON: 193.75 | |
| Repack wheel bearings, check lights, brakes, battery, brake reservoirs, ELT, fuel strainer, control travel, cable tension, lube pulleys, rod ends, hinges, Run-up & check operation -OK. I certify that this aircraft has been inspected in accordance with a <u>annual</u> inspection & is approved for return to service. Reference MAC AIR W.O.# AM550. | | | | |
| SIGNATURE: David Bitting LICENSE: A#PS12781342 IA | | | | |

| 19 | TACH TIME | TODAY'S FLIGHT | SERVICE | MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|---|---------------|---------------------|--|---|
| 4/21/94 | Tach 1694.77 | Total Time 1694.77 | Remove & replace starter solenoid. Check operation-OK. AIC is approved for return to service. Reference MAC AIR W.O.# AM1130. David Bitting A#PS12781342 | |
| 12/7/94 | Tach 1699.85 | Total Time 1699.85 | Remove & replace LH nav bulb, clean & treat battery box corrosion, lube & free up RH aileron cable pulley, remove & replace LH elevator fitting, fabricate & install fuel placards, remove & replace ELT battery - due date JAN 97, remove & replace torque link bushings & shim. AD 72-07-02, 79-08-03, 72-06-05 all PCW but no log entries found, verified previous compliance; CW AD 76-07-12 by checking mag switch for proper "off" operation, CW AD 87-20-03 R2 by visual inspection of seat rails, rollers, & actuating mechanisms. Check ELT per FAR 91.207. | |
| DATE: 12-7-94 | TACH: 1699.85 | TOTAL TIME: 1699.85 | TSMON: 220.84 | |
| Repack wheel bearings, check lights, brakes, battery, brake reservoirs, ELT, fuel strainer, control travel, cable tension, lube pulleys, rod ends, hinges, Run-up & check operation -OK. I certify that this aircraft has been inspected in accordance with a <u>annual</u> inspection & is approved for return to service. Reference MAC AIR W.O.# AM1130. | | | | |
| SIGNATURE: David Bitting LICENSE: A#PS12781342 IA | | | | |

| 19 | TIME | FLIGHT | SERVICE | MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|---------|--------------|--------------------|--|---|
| 1/11/96 | Tach 1756.66 | Total Time 1756.66 | Rotate both main tires, remove & replace RH tube, remove & replace nose strut seals, service with hydraulic fluid & nitrogen, remove & replace nose tire with Cordar 5.00x 5 ply, reshim steering collar, remove & replace rubber static hoses at alternator, check static system - OK, install snags in carpet, remove & replace RH rear air vent hose, remove & replace RH fuel cap gasket, label starter switch & Ductron ADF indicator. CW AD 87-20-03 R2 by visual inspection of seat rolls, rollers, & operating mechanisms, CW AD 76-07-12 by checking mag switch for proper "off" operation, CW AD 95-03-02 by visual inspection of Brackett filter assembly gasket, CW AD 93-18-03 by visual inspection of two piece venturi. Check ELT per FAR 91.207. | |

DATE: 1-11-96 TACH: 1756.66 TOTAL TIME: 1756.66 TSMOH: 277.65
 Remove wheel bearings, check tires, brakes, battery, brake reservoirs, ELI, fuel strainer, control travel, cable tensions, gear control system, emergency extension system, tube pulleys, rod ends, hinges, Run-up & check operation. OR I certify that this aircraft has been inspected in accordance with a 24001 inspection & is approved for return to service. Reference MAC AIR W.O.# M1170.
 David Butting LICENSE: A#PS12281392 TA

| | | | | |
|---------|-------------|-------------------|---|--|
| 1/17/97 | Tach 1801.5 | Total Time 1801.5 | Fabricate & install registration number placard, swing compass & install new connection card, tighten throttle control in panel, clean & treat battery box corrosion, tighten LH fuel cap, remove & replace LH main tire with Cordar (cont'd) | |
|---------|-------------|-------------------|---|--|

| 19 | TACH TIME | TODAYS FLIGHT | TIME IN SERVICE | ENTRIES FROM MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|----------|-----------|---------------|--|--|
| (cont'd) | 6.00-6 | 6 ply, | remove & replace ELT battery - due date FEB 99. CW AD 87-20-03 R2 by visual inspection, CW AD 76-07-12 by checking mag switch for proper "off" operation, CW AD 96-09-06 by visual inspection of filter assembly gasket, CW AD 93-18-03 by visual inspection of two piece venturi. Check ELT per FAR 91.207. | |

DATE: 1-17-97 TACH: 1801.5 TOTAL TIME: 1801.5 TSMOH: 322.49
 Remove wheel bearings, check tires, brakes, battery, brake reservoirs, ELI, fuel strainer, control travel, cable tensions, gear control system, emergency extension system, tube pulleys, rod ends, hinges, Run-up & check operation. OR I certify that this aircraft has been inspected in accordance with a 24001 inspection & is approved for return to service. Reference MAC AIR W.O.# M2296.
 David Butting LICENSE: A#PS122813 TA

| | | | | |
|----------|--------------|--------------------|---|--|
| 12/24/97 | Tach 1832.85 | Total Time 1832.85 | Reshim forward spinner bulkhead, remove & replace LH aileron hinge, remove & replace leaking o-ring on nose strut, service with hydraulic fluid & nitrogen, CW AD 87-20-03 R2 by visual inspection of seat rolls, rollers, & actuating mechanisms, CW AD 76-07-12 by checking mag switch for proper "off" operation, CW AD 96-09-06 by visual inspection of Brackett filter assembly gasket, CW AD 93-18-03 by visual inspection of two piece venturi. Check ELT per FAR 91.207. (cont'd) | |
|----------|--------------|--------------------|---|--|

| 19 | TIME | FLIGHT | SERVICE | MECHANIC OR REPAIR FACILITY (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--|--------------|--------------------|--|--|
| (cont'd) | 12-24-97 | TACH: 1832.85 | TOTAL TIME: 1832.85 | TSMON: |
| <p>Remove wheel bearings, check lights, brakes, battery, brake reservoirs, ELT, fuel strainer, control travel, cable locations, gear retract system, emergency extension system, lube pulleys, rod ends, hinges, Run-up & check operation. Certify that this aircraft has been inspected in accordance with a <u>Annual</u> inspection. It is approved for return to service. Reference MAC AIR W.O.# <u>A42635</u>.</p> | | | | |
| <p>SIGNATURE: <u>David Ritting</u> LICENSE: <u>AAPS12781342JA</u></p> | | | | |
| 2/16/99 | Tach 1847.9 | Total Time 1847.9 | Remove & replace ELT battery - due date MAR 2001, install chafe protection on fuel lines under RH cabin floor, service nose strut with hydraulic fluid & nitrogen, CW AD 87-20-03 R2 by visual inspection of seat rails, rollers, & actuating mechanisms, CW AD 76-07-12 by checking mag switch for proper "off" operation, CW AD 96-09-06 by visual inspection of Brackett filter assembly gasket, CW AD 98-01-06 by visual inspection of two piece carburetor venturi for looseness - OK. Check ELT per FAR 91.207 | |
| DATE: 2-16-99 | TACH: 1847.9 | TOTAL TIME: 1847.9 | TSMON: 360.89 | |
| <p>Remove wheel bearings, check lights, brakes, battery, brake reservoirs, ELT, fuel strainer, control travel, cable locations, gear retract system, emergency extension system, lube pulleys, rod ends, hinges, Run-up & check operation. Certify that this aircraft has been inspected in accordance with a <u>Annual</u> inspection. It is approved for return to service. Reference MAC AIR W.O.# <u>AM</u>.</p> | | | | |
| <p>SIGNATURE: <u>David Ritting</u> LICENSE: <u>AAPS12781342JA</u></p> | | | | |

| 19 | TIME | FLIGHT | SERVICE | MECHANIC OR REPAIR FACILITY (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--|--------------|--------------------|---|--|
| 4/10/00 | Tach 1861.5 | Total Time 1861.5 | Remove & replace seals in nose strut, service with MIL-H-5606 hydraulic fluid & nitrogen, straighten flap cables at handle, CW AD 87-20-03 R2 by visual inspection of seat rails, rollers, & actuating mechanisms, CW AD 76-07-12 by checking mag switch for proper "off" operation - OK, CW AD 96-09-06 by visual inspection of air filter assembly gasket for looseness & deterioration - OK, CW AD 98-01-06 by visual inspection of carburetor venturi for looseness - OK. Check ELT per FAR 91.203. | |
| DATE: 4-10-00 | TACH: 1861.5 | TOTAL TIME: 1861.5 | TSMON: 382.49 | |
| <p>Remove wheel bearings, check lights, brakes, battery, brake reservoirs, ELT, fuel strainer, control travel, cable locations, gear retract system, emergency extension system, lube pulleys, rod ends, hinges, Run-up & check operation. Certify that this aircraft has been inspected in accordance with a <u>Annual</u> inspection. It is approved for return to service. Reference MAC AIR W.O.# <u>A42635</u>.</p> | | | | |
| <p>SIGNATURE: <u>David Ritting</u> LICENSE: <u>AAPS12781342JA</u></p> | | | | |
| 4/26/01 | Tach 1895.32 | Total Time 1895.32 | Service compass with fluid, remove & replace ELT battery - due date June 2003, clean & treat battery box corrosion, remove & replace two bad spark plugs, CW AD 87-20-03 R2 by visual inspection of seat rails, rollers, & actuating mechanisms, CW AD 76-07-12 by checking mag switch for proper "off" operation - OK, CW AD 96-09-06 by visual inspection of air filter assembly gasket for looseness & deterioration, CW AD 98-01-06 by visual inspection of two-piece venturi for looseness - OK, check ELT per | (cont'd) |

| 19 | TIME | FLIGHT | SERVICE | REMARKS |
|--|-------------|-------------------|---|---------------|
| (cont'd) | FAR 91.207. | | | |
| | 4-26-01 | TACH: 1895.32 | TOTAL TIME: 1895.32 | TSMOH: 416.31 |
| <small>check wheel bearings, check lights, brakes, battery, brake reservoirs, ELT, fuel strainer, control travel, cable tensions, propeller extension system, lube pulleys, rod ends, hinges. Run-up & check operation. OK. I certify that this aircraft has been inspected in accordance with a <u>annual</u> inspection & is approved for return to service. Reference MAC AIR W.O.# <u>AM3561</u>.</small> | | | | |
| <small>SIGNATURE: <u>David Bittig</u> LICENSE: <u>A#PS12781342 IA</u></small> | | | | |
| 4/3/02 | Tach 1912.5 | Total Time 1912.5 | Fabricate & install doubler patch on lower cowling near tailpipe cutouts to repair punctures to cowling, fabricate & install doubler on right side of lower cowl at upper support channel, service nose strut with nitrogen & hydraulic fluid, remove & replace pilot's push-to-talk, remove & replace LH brake caliper o-ring, remove & replace LH master cylinder seals, bleed LH brake, CW AD 87-20-03R2 by visual inspection of seat rails, rollers, & actuating mechanisms, CW AD 98-01-06 by visual inspection of two piece carburetor venturi for looseness - OK, CW AD 96-09-06 by visual inspection of Brackett filter assembly gasket for looseness & deterioration - OK, check ELT per FAR 91.207. | |
| | 4-3-02 | TACH: 1912.5 | TOTAL TIME: 1912.5 | TSMOH: |
| <small>check wheel bearings, check lights, brakes, battery, brake reservoirs, ELT, fuel strainer, control travel, cable tensions, propeller extension system, lube pulleys, rod ends, hinges. Run-up & check operation. OK. I certify that this aircraft has been inspected in accordance with a <u>annual</u> inspection & is approved for return to service. Reference MAC AIR W.O.# <u>AM3759</u>.</small> | | | | |
| <small>SIGNATURE: <u>David Bittig</u> LICENSE: <u>A#PS12781342 IA</u></small> | | | | |

Fremont Aviation

P.O. Box 1523
 1203 West 23rd Street
 Fremont, Nebraska 68025
 (402) 721-4520

April 2, 2003 1934:38 Tech
 changed oil, filled eng with
 7qt's Aero Shell 100w oil.

John Abrens AIP2187656

| DATE | TACH TIME | TODAYS FLIGHT | TIME IN SERVICE | MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|----------------|-----------|---------------|-----------------|---|
| 2003 7-1-03 | 1938.0 | | | <p>Lubed Aft, Cleaned Fuel Strainer, replaced EL+ Battery Next due (Aug 04) C/W 91.207 para(d) EL+ Visual insp: C/W AD 87-20-03 R2 Seat rail by visual insp: C/W AD 76-07-12 Bendix ign. switch by switching: James Curtis</p> <p>I certify that this Airframe _____ has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition</p> <p>Tach <u>1938.0</u> Total time in service _____ Time since major overhaul _____</p> <p style="text-align: center;">James Curtis James Curtis A&P512486505 FA</p> |

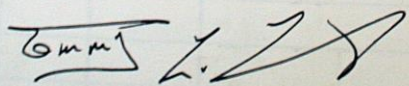
| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TIME IN SERVICE | ENTRIES MUST BE ENDORSED MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|-------------------|---------------------|---------------|-----------------|--|
| 2004 5-28-2004 | | 1944.5 hrs | Tach. | <p>Lubed Aft, Cleaned Fuel screens, Replaced Rt. door catch, Packed all wheel bearings, C/W PAR. 91.207 para.(d) EL+ Insp. C/W 87-20-03 R2 Seat Rail & track by Visual insp: C/W 98-01-06 Venturi rings visual per Para.(a.2) C/W 98-09-06 Brackett Filter Assy. by replacing with New Rec H Assy. C/W AD. 76-07-12 ign Switch by switching</p> <p>I certify that this Airframe _____ has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition</p> <p>Tach <u>1944.5</u> Total time in service _____ Time since major overhaul _____</p> <p style="text-align: center;">5-28-04 James Curtis James Curtis A&P512486505 FA</p> |

| DATE | TACH TIME | TODAYS FLIGHT | SERVICE | MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------|-------------------|---------------|---------|--|
| 2025 6-15 | 1962.74 | | | Lubed A/cft. Cleaned Fuel screens, Replaced ELT Battery next due Aug 07. C/W 91.207 para(d) ELT insp: C/W AD 87-20-03R2 Seat rail + track Visual insp. C/W AD 98-01-02 Venturi insp by Visual per para. (a.2) C/W AD 76-07-12 ign switch by switching I verify that this Airframe has been inspected in accordance with a <u>Annual</u> inspection and was determined to be in airworthy condition Tach <u>1962.74</u> Total time in service <u>1962.74</u> Time since major overhaul <u>N/A</u> 6-15-05 James Curtis James Curtis A&P 51248505 IA |
| 4-20-2006 | Tach Time 1976.01 | TT 1976.01 | | Replaced LH Elevator with servicable one. Stripped paint and repainted. Check bobbers and elevator control system R. A. Fallowr A&P 51422584 |

| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TIME IN SERVICE | ENTRIES MUST BE RECORDED IN THIS COLUMN. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|-----------|---------------------|---------------|-----------------|---|
| 23 Jun 06 | 1980.74 | | | checked control cables, Repacked wheel bearings, inspected seat Tracks C/W 87-20-03 R2, C/W 76-07-12 bendix mag switch by operation check, inspected ELT per FAR 91.207d, battery due Aug 07, serviced battery, dressed prop. Inspected Aircraft in accordance with an Annual inspection and is approved for Return to service. R. A. Fallowr A&P, IA 275643582. |

N7811X ACTT: 2012.0 TACH: 2012.0 DATE: 01/19/2007

REMOVED #1 CYLINDER. INSTALLED 0 TSO CYLINDER P/N AEC65314, SN 42559-04, USING NEW PISTON, RINGS, GASKETS AND SEALS. REMOVED MIXTURE CABLE AND INSTALLED NEW CABLE P/N S-1239-4. RIGGED CABLE AND OPS CHECKED GOOD. TEST RAN FOR OPS AND LEAK CHECK, GOOD. ALL WORK DONE IAW CESSNA 172 MAINTENANCE MANUAL.



TOM L. LEVERICH
A&P 43259493

| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF WORK ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------|---------------------|---------------|-----------------------|--|
| 2007 2-22 | 202357 | | | Installed Alcor EGT as per STC SA522SW. Indicator installed in center of Panel below radios. Probe installed in exhaust of cyl. #1. Donald P. Himmelfarb AEP 1684087 |

AIRFRAME LOG ENTRY FOR CESSNA N7811X
 FEB 23, 2007 TACH
 Removed Genave A/200B nav/com unit. Revised weight and balance. Secure coax cables. Did NOT remove rack at this time.—END—
 John Clark AP491644120

AIRFRAME LOG ENTRY FOR CESSNA N7811X
 Swing compass and install new compass card.—END—
 John Clark AP491644120

| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | MECHANIC OR REPAIR FACILITY |
|--------------|---------------------|---------------|-----------------------|--|
| 2007 3-12 | 2030 | | | Removed Narco AT-50 installed Narco AT 150 in same box found BNC connector loose on Antenna, reinstalled BNC connector. Donald P. Himmelfarb AEP 1684087 |

| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | MECHANIC OR REPAIR FACILITY |
|--------------|---------------------|---------------|-----------------------|---|
| 2007 7-17 | 2045 | | | Removed shock mounted inst. panel on left side of aircraft. Had new panel layout made for installation of new type gyro inst. Installed Overhauled Airspeed Ind, Altimeter, VSI, DG, Turn Coordinator, and Art. Horizon. Installed new PAI 700 Vert. card Compass. Installed Installed nylite instr. lights |

| 19 | TACH TIME | FLIGHT | SERVICE | MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|------|-----------|--------|---------|--|
| | | | | on all instr. Installed Jasco Alternator as per STC SA971WE Aircraft weighed and WT & Bal computed. Ronald J. Himmelberg AEP 1684087 |
| 2007 | 7-17 | 2045 | | I certify that this Aircraft ^{Aircraft} has been inspected in accordance with an 100 ¹⁰⁰ hr/annual inspection and found airworthy. Ronald J. Himmelberg A & P 1684087A |
| | | | | New Empty WT. Standard ^{Standard} 4-7-08 1385.5 lbs. New Empty CG 37.65" New Useful Load 804.5 lbs. |

| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TIME IN SERVICE | ENTRIES MUST BE MADE IN THIS COLUMN. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|-------|---------------------|---------------|-----------------|--|
| 2007 | 9-11 | | | Installed Vernier Mixture control Cable. Ronald J. Himmelberg AEP 1684087 |
| 11-16 | | | | Removed Directional gyro inst due to excessive precession and installed overhauled gyro SN T61399M Ronald J. Himmelberg AEP 1684087 |
| | | | | Replaced LH wing Tank sump drain valve with new valve. Ronald J. Himmelberg AEP 1684087 |

| 19 | TIME | FLIGHT | SERVICE | MECHANIC OR REPAIR FACILITY (SEE BACK PAGE FOR OTHER) |
|--------|---------|--------|---|--|
| 4-4-08 | 2058.22 | | Installed customer supplied KX155 and KE209, KMM24. Replaced ambient pitot tube and installed Heated Pitot tube Assy in accordance with Cessna Service Manual pages 16-10 figure No. 2 and figures 17-29. Installed left + right post map lights. All work done in reference to 43.13-1B and 43.13-2A and manufacturers installation manuals. See revised weight & balance this date. | <i>[Signature]</i> Air & Marine Radio LLC K8JR018X |
| | | | New Empty Weight | 1407.12 |
| | | | New Cg | 37.46 |
| | | | New Useful | 792.88 |
| | | | New moment | 52711.54 |

AIR AND MARINE RADIO LLC
632 Avionics Ave.
Ozark, MO 65721
FAA CRS# K8JR018X

I CERTIFY THAT TRANSPONDER Narco AT150
SN 13269 HAS BEEN INSPECTED IAW FAR 91.413
AS REQUIRED BY FAR 43 APPENDIX F. DATE 04-08-08

SIGNATURE *[Signature]* WO# 693

Air and Marine Radio L.L.C.
632 Avionics
Ozark, MO
FAA CRS K8JR018X

I certify that the altimeter and static system tests required by FAR 91.411 FAR 43 Appendix E have been performed. System was tested to 16,000 Feet. Date: 04-07-08

Signature *[Signature]* WO# 693

| DATE 2008 | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| 7-15 | 2095 | | 2095 | Removed DG due to excessive precession sent to Kelley instruments in Wichita, Ks for repairs. Rotated tires on each main wheel to get more wear. Replaced ELT battery and tested ELT as per Far. 91.207 new battery good til Decal 2010 |
| | | | | I certify that this Aircraft has been inspected in accordance with an air annual inspection and found airworthy. |
| | | | | <i>Ronald J. Himmelberg</i> Ronald J. Himmelberg A & P 16840871A |

| DATE 2008 | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--------------|---------------------------|------------------|-----------------------------|---|
| 7-30 | 2096 | | | Removed directional gyro on 7-15-08 sent it to Kelley instruments in Wichita, Ks. for overhaul due to excessive precession. Reinstalled gyro this date after overhaul. |
| | | | | <i>Ronald J. Himmelberg</i> A & P 1684087 |
| 7-30 | 2096 | | | Removed DG again due to precession sitting still on grnd. Returned to Kelley for repairs and reinstalled on 8-18. Tach Time 2101 |
| | | | | <i>Ronald J. Himmelberg</i> |

| 19 | TIME | | |
|------|------|--|--|
| 2008 | | | |
| 8-18 | 2101 | | Removed Vertical card Compass reinstalled wet compass That had been removed on 7-17-07 Ronald J. Himmelberg A&P 1684087 |
| 2009 | | | |
| 6-5 | 2161 | | Removed gyro vacuum regulator installed servicable regulator of The same model. Ronald J. Himmelberg A&P 1684087 |

| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|------|---------------------|---------------|-----------------------|---|
| 2009 | | | | |
| 8-1 | 2163.7 | | 2163.7 | Replaced 4 Tinnerman Rivet on plates in The opening around The landing lights. Replaced one airlock receptical on Lower cowling. I certify that this Aircraft has been inspected in accordance with an 100 hr annual inspection and found airworthy. Ronald J. Himmelberg A & P 16840371A |
| 2010 | | | | |
| 6-6 | 2182 | | | Replaced all Tires with Aero recapped Tires. Installed with new innertubes, packed all wheel bearings. Ronald J. Himmelberg |

| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|------------------|---------------------|---------------|-----------------|--|
| 2009 12-10-09 | 2175 | | 2175 | CW AD 87-20-03R2 by insp. of seat rails and rollers. |
| | | | | certify that this <u>Aircraft</u> has been inspected in accordance with an 100% annual inspection and found airworthy. <i>Ronald J. Himmelberg</i> Ronald J. Himmelberg A & P 16840871A |
| 2011 1-1-11 | 2189 | | | certify that this <u>Aircraft</u> has been inspected in accordance with an 100% annual inspection and found airworthy. <i>Ronald J. Himmelberg</i> Ronald J. Himmelberg A & P 16840871A |

| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|-----------------|---------------------|---------------|-----------------------|--|
| 2012 2-17-12 | 2190 | | 2190 | Removed Morrow 800 Loran See WT. & Bal dated This date Installed new Aircraft Battery G-25 SN G02713694. Installed new ELT Battery Exp. date May '14. |
| | | | | certify that this <u>Aircraft</u> has been inspected in accordance with an 100% annual inspection and found airworthy. <i>Ronald J. Himmelberg</i> Ronald J. Himmelberg A & P 16840871A |
| 2013 4-9-13 | 2191.6 | | 2191.6 | certify that this <u>Aircraft</u> has been inspected in accordance with an 100% annual inspection and found airworthy. <i>Ronald J. Himmelberg</i> Ronald J. Himmelberg A & P 16840871A |

11-16-15 Tach Time: 2197 N 781X

I certify that this Aircraft has been inspected in accordance with the scope and detail of Part 43, Appendix "D", for an annual inspection and found airworthy.

Ronald J. Himmelberg
Ronald J. Himmelberg
A&P16840871A

Cell G-25 battery G 02841918 installed. BP1010 ELT battery installed.

Ronald J. Himmelberg
A&P/1684087

N7811X S/N 17248311 TACH: 2204.21 TTAF: 2204.21 DATE: 10/7/2016
 COMPLIED WITH ANNUAL CHECKLIST. REMOVED ALL PANELS FOR INSPECTION. REMOVED ALL
 FOREIGN OBJECTS, CHECKED CONTROL CABLES, INSPECTED SEAT TRACKS, CHECKED BENDIX MAG
 SWITCH, INSPECTED ELT PER FAR 91.207d, CHECKED SHIPS BATTERY, DRESSED PROP, REMOVED
 ALL WHEELS, CLEANED WHEEL BEARING AND RELUBED, CHECKED BRAKES AND REINSTALLED,
 CHECKED FUSELAGE AND FLIGHT CONTROLS, REINSTALLED ALL PANELS THAT WERE REMOVED
 FOR INSPECTION. INSTALLED NEW INTAKE FILTER P/N BA60108. GROUND RUN PERFORMED NO
 EVIDENCE OF LEAKS. AIRCRAFT CHECKED GOOD. AD COMPLIANCE FORM COMPLETED, AND
 AD'S ARE CURRENT TO DATE. I CERTIFY THAT THIS AIRCRAFT HAS BEEN INSPECTED IAW AN
 ANNUAL INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION.

Samuel J. Cordrey
 SAMUEL J. CORDREY

CRS# QSWR719X

N7811X S/N 17248311 TACH: 2204.21 TTAF: 2204.21 DATE: 10/7/2016

TRANSPONDER CHECK COMPLETED, NO DISCREPANCIES NOTED.

CRS# QSWR719X

Samuel J. Cordrey
 SAMUEL J. CORDREY

| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.) |
|--|---------------------|---------------|-----------------------|--|
| 10/7/16 | 2204.21 | 42 | | Installed (new) Concorde GEL Battery RG-25X As Per Concorde maintenance manual Installed (new) Battery minder 12248-AA-Series Don Baker 3563856 IA End |
| I CERTIFY THAT THIS Airframe This Date | | | | |
| HAS BEEN INSPECTED IN ACCORDANCE opened All Panels LUB pulleys | | | | |
| WITH A Annual INSPECTION AND checked ELT check Seat Rails | | | | |
| WAS DETERMINED TO BE IN AIRWORTHY check Bendix mag switch LUB All Flight | | | | |
| CONDITION Tach time: 2258.87 controls checked AD | | | | |
| Date: 11/22/17 | | | | |
| Signature: Don Baker | | | | |
| APP No.: 3563856 | | | | |
| End | | | | |
| 12-4-17 | | | | Replaced ELT Battery pack merL BP1010 End Don Baker 3563856 |

| DATE | RECORDING TACH TIME | TODAYS FLIGHT | TOTAL TIME IN SERVICE | ENTRIES INTO MECHANIC OR REPAIR FACILITY (SEE OTHER SPECIFIC ENTRIES.) | NUMBER OF ENTRIES |
|--|---------------------|---------------|-----------------------|---|-------------------|
| | | | | Airframe opened All Panels Lub Pulleys and Flight controls Checked Brakes, EIT check seat Rails Bendix mag switch | |
| <p>I CERTIFY THAT THIS Airframe HAS BEEN INSPECTED IN ACCORDANCE WITH A <u>ANNUAL</u> INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION.</p> <p>Date: <u>10-1-18</u> Tach Time: <u>2289'06</u></p> <p>Signed: <u>Don Baker</u> <u>3563856</u></p> <p><u>end</u></p> | | | | | |
| <p>Date <u>10-3-19</u> Total Aircraft Time Tach Time <u>2324'66</u></p> <p>I certify that this Airframe has been inspected in accordance with a <u>ANNUAL</u> inspection and is determined on this date to be in an airworthy condition.</p> <p>Don C. Baker <u>Don Baker</u> A&P 3563856 IA</p> <p><u>end</u></p> | | | | | |

opened All Panels
check flight controls and
Lub. Lub All Pulleys
check Bendix mag switch
changed EIT, check seat rails
check remaining PDs

D

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ECIF

15

12/28/2020

N7811X

Cessna 172B

Aircraft Logbook

Tach Hours: 2347.4

Annual Inspection completed this date in accordance with Cessna Maintenance Manual and 14CFR Part 43 Appendix D. Lubricated cables, hinges and pulleys. Checked magneto timing and engine compression: 1) 78/80, 2) 78/80, 3) 78/80 4) 78/80 5) 78/80 6) 78/80 after all cylinders were honed and new piston rings were installed. Checked ELT operation in accordance with 14CFR Part 91.409 (a). ELT battery replacement due Dec. 2021.

Parking brake inoperative. Adjust cable.

Pilot's inside door handle loose in housing. Disassemble door and found door handle bearing plate assembly broken. Removed and replaced plate assembly with serviceable part. Outboard handle return spring broken. Replaced spring and installed assembly in door. Riveted in brackets. Operational check ok. Oil drain leaking. Replace with new.

Changed oil and filter with 8 quarts of Aeroshell W100 Plus engine oil. Cleaned oil screen. Took oil sample and sent to Blackstone Labs.

Replaced both magnetos with new Slick 6300 series mags. Installed new REM40E plugs and new ignition harness. Magnetos timed to: 26L and 28R.

Replaced right and left exhaust pipes with new.

Generator shaft seal leaking. Replaced seal with new.

Left wing inboard trailing edge skin rivets pulled through skin. Drilled out old rivets and install new rivets.

Replace wheels and brakes with new Cleveland conversion kit.

Left and right brake lines installed and bled. Operational check good.

Nose wheel axle has corrosion pits. Replaced axle with new. Remove nose gear assembly and shimmed collar to reduce play. Assembled with new nose wheel bearings and installed. Replaced torque links with used serviceable torque links. Replaced all torque link hardware with new.

Flap cable rubbing in right aft door post. Added 1" piece of caterpillar to post frame edge inboard. Added 1" piece of caterpillar to post frame outboard. Found mud dauber nest on cable midway in pillar. Removed nest.

All cylinders rusted and pitted. Removed all cylinders and shipped to Rick's One Stop Shop, Oceanside Ca. for repair. Installed torque plates on case to maintain bearing preload. Cylinders were honed, valves removed and valve guides reamed. All cylinders passed leak down check. Installed cylinders with new piston rings, replaced two cracked pistons with serviceable pistons, installed wrist pins with new ends. Test ran engine, operational check ok.

— continued —

Replace cylinder intake hoses and valve cover gaskets with new.
Replaced all engine baffling with new.
Removed existing sun visors and replaced with new Rosen sun visors IAW STC # SA00871SE. Completed FAA form 337.
Installed JPI Flostar 450 Fuel Flow gauge IAW STC # SA00861SE. Filed FAA form 337. K-Factor: 22.01.
Through shaft in carb housing loose. Carb removed for repair. Replaced with new carb and rigged cables.
Test ran engine, operational check ok.
Baggage door seal missing chunks. Removed door. Removed old seal. Cleaned and installed new seal and re-installed door.
Removed and replaced left and right steering rod boots.
Replaced all tires and inner tubes with new.
Comply with AD's.
11-10-09 Seat track inspection and seat roller inspection. OK
76-07-12 Bendix ignition switch operational check. OK
11-26-07 Impulse coupling stop pin. Complied with by replacement of both magnetos with new.

Outside Service: Rick's One Stop Aviation. All cylinders honed. All valve guides reamed. New rings for all pistons. New wrist pin ends. Two pistons had cracks in the lower skirts, they were replaced with used serviceable pistons.

I certify that this Aircraft has been inspected in accordance with an Annual/100 Hour Inspection and was determined to be in an airworthy condition.

Signed _____

James Wrenn A&P 2724810 IA



1/19/2021

N7811X

Cessna 172B

Aircraft Logbook

2349.15 Tach

Install Airwolf remote oil filter kit in accordance with STC# SA00079NY. Test flew aircraft, no leaks.
Install customer supplied new Audio Panel. PMA 7000B.

The above work was completed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service for the work accomplished.

Signed _____

James Wrenn A&P 2724810 IA



2/7/2022

N7811X

Cessna 172

Aircraft Logbook

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NU
IC

Tach Hours: 2353.03

Annual/100 hour inspection completed this date in accordance with Cessna Maintenance Manual and 14CFR Part 43 Appendix D. Lubricated cables, hinges and pulleys. Checked magneto timing and engine compression 1. 70/80, 2. 60/80, 3. 65/80, 4. 63/80, 5. 60/80, 6. 63/80. Checked ELT operation in accordance with 14CFR Part 91.409 (a). Replaced ELT battery with new. Next due: May 2024.

Added PTT to Co-pilot side.

Tightened fitting in engine compartment to stop oil leak.

#1 Comm radio removed, cleaned and reinstalled.

Labeled NAV switch for ADSB

Inflated tires to proper level.

Secured wiring in engine compartment.

Right exhaust clamp broken. Replaced Adel clamp with new.

ELT battery expired. Replaced with new. Next due May 2024.

AD's complied with:

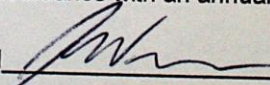
11-10-09 Seat track inspection and seat roller inspection. OK

76-07-12 Bendix ignition switch operational check. OK

11-26-07 Impulse coupling stop pin. Complied with by replacement of both magnetos with new.

I certify that this Aircraft has been inspected in accordance with an annual inspection and was determined to be in an airworthy condition.

Signed

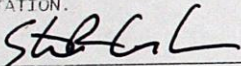
 AP2724810IA



BEVAN AVIATION, INC. 1880 S AIRPORT ROAD WICHITA, KS 67209 CRS KG2R951K
LOG ID# 10874 05-April-2022 WO# 76374
N7811X S/N 17248311 CESSNA 172B TACH 2380.1

Pg 1 / 1

COMPLIED WITH A VFR CERTIFICATION IN ACCORDANCE WITH FAR 91.413 AND PART 43 APPENDIX F. TRANSPONDER OPS CHECKED NORMAL AT THIS TIME. THE AIRCRAFT OR COMPONENT IDENTIFIED ABOVE WAS REPAIRED AND INSPECTED IN ACCORDANCE WITH CURRENT REGULATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND IS AIRWORTHY, RELATED TO THE WORK PERFORMED. PERTINENT DETAILS OF THE REPAIR ARE ON FILE AT THIS REPAIR STATION.

 05 APR 2022
CRS KG2R951K STEVE GOOCH, INSP. Date

5/6/2022 N7811X Cessna 172 Aircraft Logbook

Tach Hours: 2400.0

Performed oil change in accordance with the manufacturers maintenance manual. Installed 8 quarts of Phillips X/C 20W50 oil. Washed engine, run up and checked for leaks.

The above work was completed in accordance with current regulations of the Federal Aviation Administration and is approved for return to service for the work accomplished.

Signed 

James Wrenn A&P 2724810 IA



7/3/2022 N7811X Cessna 172 Aircraft Logbook

Tach Hours: 2466.6

Annual/100 Hour Inspection completed this date in accordance with Cessna Maintenance Manual and 14CFR Part 43 Appendix D. Lubricated cables, hinges and pulleys. Checked magneto timing and engine compression. 1) 72 2) 66 3) 65 4) 65 5) 64 6) 66/80 PSI. Minimum cylinder leakage limit 45/80 per TCM SB 03-3. Checked ELT operation in accordance with 14CFR Part 91.409 (a). ELT battery due: May 2024. Changed oil with 8 quarts of Phillips X/C 20W50. Engine oil filter not available at this time.

Replaced engine air filter with new.

Installed missing ignition harness hardware.

Complied with AD's:

2011-10-09 Seat track inspection. OK

76-07-12 Bendix ignition switch operational check "off". OK.

I certify that this Aircraft has been inspected in accordance with an Annual/100 Hour Inspection and was determined to be in an airworthy condition.

Signed 

James Wrenn A&P 2724810 IA



9/27/2022

N7811X

Cessna 172B

Aircraft Logbook

Tach Hours: 2548.42

100 hr Inspection completed this date in accordance with Cessna Maintenance Manual and 14CFR Part 43 Appendix D. Lubricated cables, hinges and pulleys. Checked magneto timing and engine compression 1. 78/8 2. 72/80 (After repair) 3. 72/80 4. 65/80. 5) 65/80 6) 72/80 PSI. Checked ELT operation in accordance with 14CFR Part 91.409 (a).

Packed wheel bearings

Check, clean and gap spark plugs

Changed oil and filter with 8 quarts of AS100M (mineral) engine oil and one AA48109 oil filter. Took oil sample and sent to AVLabs.

Cylinder #2 compression 15/80.

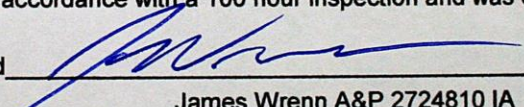
Removed cylinder #2, Found top ring stuck. Removed old rings and cleaned piston re assembled with new rin set and gasket kit. Re installed cylinder on engine and torqued cylinder base bolts IAW SB96-7D.

Tail position light inoperative.

Remove cover and bulb. Install new bulb re install cover and ops check okay at this time.

I certify that this Aircraft has been inspected in accordance with a 100 hour inspection and was determined to in an airworthy condition.

Signed


James Wrenn A&P 2724810 IA



9/27/2022

N7811X

Cessna 172B

Aircraft Logbook

Tach Hours: 2554.12

Left brake inoperative.

Tubing flare is bad. Cut old flare and re flared and bleed brakes

Spark plug fouled.

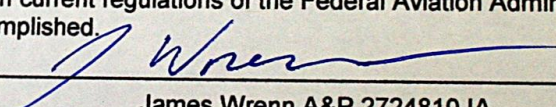
Found fouled spark plug. Cleaned and re installed.

Pushrod tubes leak oil.

Removed valve covers and rocker arms, push rods and re-swaged push rod tubs on all cylinders, re installed push rods and rocker arms. Installed valve covers with new gaskets.

The above work was completed in accordance with current regulations of the Federal Aviation Administration is approved for return to service for the work accomplished.

Signed


James Wrenn A&P 2724810 IA



12/4/2022

N7811X

Cessna 172B

Aircraft Logbook

Tach Hours: 2583.91

100 Hour Inspection completed this date in accordance with Cessna Maintenance Manual and 14CFR Part 43 Appendix D. Lubricated cables, hinges and pulleys. Checked magneto timing and engine compression 1) 62 2 64 3) 60 4) 56 5) 62 6) 58/80. Minimum cylinder leakage limit is 42 PSI per TCM SB03-3. Checked ELT operation in accordance with 14CFR Part 91.409 (a).

ELT battery due May 2024.

Replaced air filter with new.

Changed oil and filter with 8 quarts of AS W100 Plus engine oil and one AA48109 oil filter.

Repaired front right baffle as needed. Stop drilled cracks and installed patch plate.

Removed right elevator and tightened rivets by re-shooting. Re-installed elevator and checked rigging, ok.

Removed shimmy dampener and fit new bushings to tighten up excess play. Operational check ok.

AD's complied with:

11-10-09 Seat track inspection and seat roller inspection. OK

76-07-12 Bendix ignition switch operational check. OK

I certify that this Aircraft has been inspected in accordance with a 100 hour inspection and was determined to be in an airworthy condition.

Signed _____

James Wrenn A&P 2724810 IA



wo: WO_159

Airframe - page 1 of 1



Wrenn Aviation LLC · 1026 S. 66th. St. · Enid, Oklahoma 73701 · 580-478-8847

N7811X

CESSNA, 172B, S/N: 17248311

April 03, 2023

TACH: 2647.42

1. **Annual/100 Hour Inspection** – Annual/100 Hour Inspection completed this date in accordance with Cessna Maintenance Manual and 14 CFR Part 43 Appendix D. Lubricated cables, hinges and pulleys. Checked magneto timing and engine compression 1.)62 2.)60 3.)50 4.)50 5.)50 6.) 50/80. Checked ELT operation in accordance with 14 CFR Part 91.409 (a).
2. **RT wing fuel leak** – Removed tank and replaced all gaskets and reinstalled.
3. **RT brake leak** – re-flared hydraulic line, reattached and bled brakes.
4. **Loose shimmy dampener** – Replaced shims as needed.

With respect to the work performed, this airframe is approved for return to service. Details of work performed are on file with Wrenn Aviation LLC under work order: WO_159.

AP 2724810 IA



Wrenn Aviation LLC · 1026 S. 66th. St. · Enid, Oklahoma 73701 · 580-478-8847

N7811X
TACH: 2681.63

CESSNA, 172B, S/N: 17248311**June 13, 2023**

Annual/100 Hour inspection completed this date in accordance with Cessna Maintenance Manual and 14CFR Part 43 Appendix D. Lubricated cables, hinges, and pulleys. Checked magneto timing and engine compression. #1-62/80 #2-60/80 #3-50/80 #4-50/80 #5-50/80 #6-56/80. Checked ELT operation in accordance with 14CFR Part 91.409 (a).

1. **ELT battery exp. May 2024.
2. **Fuel leak right side.** – Find leak , remove skin, replace gaskets for fuel sender and fuel filler.
3. **Right main brake leaking.** – Cut off line and re-flared end. Bled brake system. Ops check ok.
4. **Replace right exhaust clamp.** – replaced exhaust clamp.
5. **Shimmy dampener loose.** – Tightened dampener in mount.
6. **Co-pilot control yoke squeaking and sticking.** – Removed yoke and 2 piece bushing from panel, replace bushing with new.
7. **Throttle cable rubbing on generator.** – cover cable with hose and zip tie.
8. **Left mag timing needs set to 28dg. and right mag to 26dg.** – Set magneto timing. Operational check ok.
9. **Left aileron aft rod end worn.** – Remove and replace rod end and bolt with new.



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10. **Left flap forward pully at airframe wearing on mount, pully side worn through.** – Replaced both pulleys with new. Set cable tension.
11. **Lower forward vertical stabilator attachment hardware corroded.** – replace both bolts and nuts.
12. **Replace all brake pads with new** – replaced pads with new.

With respect to the work performed, this airframe is approved for return to service. Details of work performed are on file with Wrenn Aviation LLC under work order: WO_122.

James Wrenn A&P IA AP2724810

wo: WO_160

Airframe · page 1 of 2



Wrenn Aviation LLC · 1026 S. 66th. St. · Enid, Oklahoma 73701 · 580-478-8847

N7811X
TACH: 2769.76

CESSNA, 172B, S/N: 17248311

September 19, 2023

1. **100 Hour/Annual Inspection** – Annual/100 Hour Inspection completed this date in accordance with Cessna Maintenance Manual and 14 CFR Part 43 Appendix D. Lubricated cables, hinges and pulleys. Checked Magneto Timing and Engine Compression 1.)62 2.)60 3.)55 4.)55 5.)55 6.)55 . Checked ELT operation in accordance with 14 CFR Part 91.409 (a). ELT battery due: May 2024
2. **Rt Fuel tank leaks** – Remove and replace tank with used serviceable tank. Leak check ok.
3. **Both Main tires worn** – Replaced both main tires and tubes with new.
4. **Oil change due** – Changed oil and replaced filter with 8 qts XC20w50 and AA48109 filter. Test ran engine. No leaks. Installed P/N AA48109 - Oil Filter, Installed (8) P/N XC20W-50 - Phillips Engine Oil.
5. **Replace compass card with new** – Removed and replaced compass card with new.
6. **LT Sky beacon damaged** – Replaced sky beacon with new and program. Access code is Juliet-Bravo.
7. **Comply with AD's** – 11-10-09 Seat track inspection and seat roller inspection. Ok. Next due: 100 hours/Annual 76-07-12 Bendix ignition switch operational check. Ok. Next due: 100 hours. 22-04-04 Oil Filter adapter gasket. Does not apply.

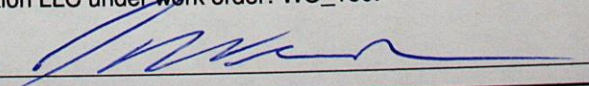
wo: WO_160

Airframe · page 2 of 2



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With respect to the work performed, this airframe is approved for return to service. Details of work performed are on file with Wrenn Aviation LLC under work order: WO_160.

James Wrenn A&P IA AP2724810 

wo: WO_189

Airframe · page 1 of 1



Wrenn Aviation LLC · 1026 S. 66th. St. · Enid, Oklahoma 73701 · 580-478-8847

N7811X
TACH: 2870.0

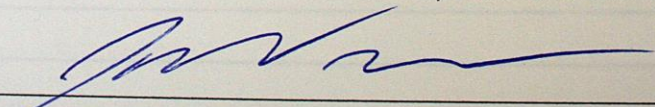
CESSNA, 172B, S/N: 17248311

November 20, 2023

100 Hour Inspection completed this date in accordance with Cessna Maintenance Manual and 14 CFR Part 43 Appendix D. Checked Magneto timing and Engine Compression: 1) 60/80 #2) 45/80 #3) 65/80 #4)45/80 #5) 55/80 #6) 53/80. Lubricated cables, hinges and pulleys. Checked ELT operation in accordance with 14 CFR Part 91.409 (a). Operational Check, OK. ELT Battery Due: May 2024

Complied with AD's: 11-10-09 Seat Track Inspection and Seat Roller Inspection. OK. Next Due: 100 Hours/Annual 76-07-12 Bendix Switch. Does Not Apply per installed switch.

I certify this Aircraft has been inspected in accordance with a 100 Hour Inspection and determined to be in an airworthy condition.

James Wrenn A&P IA AP2724810 

ATI

wo: WO_242

Airframe · page 1 of 2



Wrenn Aviation LLC · 1026 S. 66th. St. · Enid, Oklahoma 73701 · 580-478-8847

N7811X
HOBBS: 0.0

CESSNA, 172B, S/N: 17248311
TACH: ~~2870.0~~ 2915.73

February 26, 2024

Removed Lycoming O-360-A1A Engine (S/N: L-21863-36A) from Aircraft N3087U. Engine Removed due to prop strike from windstorm. Complied with AD: 04-10-14C1 and Lycoming SB 475C by replacement of Crankshaft Gear retaining bolt (P/N: STD-2246), and installation of lock plate (P/N: LW-18639). Checked Crankshaft with dial indicator, run out on less than .001 inch. Engine TSMOH 1476.55 hours. Engine time since disassembly and replacement of Crankcase, Crankshaft, Cam Shaft, Rod Bearings, Main Bearings, Rod bolts and nuts with new; 141.55 hours.

Installed this Lycoming O-360-A1A Engine (S/N: L-21863-36A) Avcon 180 Horsepower conversion kit (S/N: 9167) on Cessna 172B, N7811X, (S/N: 17248311), IAW Avcon STC807CE. This modification was accomplished per instructions and drawings contained in the STC.

Installed new Sensenich Propeller (P/N: 76EM8S5-0-60).

Modified Cowling with Avcon supplied parts. Installed electric Fuel Boost Pump and engine driven Fuel Boost Pump IAW the STC. Installed Hobbs meter.

Weighed Aircraft and calculated new Weight and Balance Data. Aircraft empty weight: 1398 pounds Useful load: 802 pounds EWCG: 35.36 inches aft of datum.

D.

wo: WO_242

Airframe · page 2 of 2



Wrenn Aviation LLC · 1026 S. 66th. St. · Enid, Oklahoma 73701 · 580-478-8847

Test Flew Aircraft. No leaks noted. Operational check, OK.

I certify that the maintenance identified above was accomplished in accordance with Cessna Maintenance Manual and was approved for return to service.

James Wrenn A&P IA AP2724810



Wrenn Aviation LLC · 1026 S. 66th. St. · Enid, Oklahoma 73701 · 580-478-8847

N7811X
TACH: 2917.2

CESSNA, 172B, S/N: 17248311**February 26, 2024**

Annual/100 Hour inspection completed this date in accordance with Cessna Maintenance Manual and 14CFR Part 43 Appendix D. Checked magneto timing and engine compression. 1) 75 2) 75 3) 74 4) 75/80 PSI. Lubricated cables, hinges, and pulleys. Checked ELT operation IAW 14CFR Part 91.409(a). Operational check ok. ELT battery replacement due May 2024.

Reviewed recent engine installation, placed required "Fuel Pump" and "RPM range limit" placards in aircraft in accordance with STC SA807CE and filed FAA Form 337.

Marked tachometer with red range from 2150 to 2350 RPM in accordance with Sensenich Propeller installation instructions. No flight manual supplement required after placard installation.

Greased wheel bearings.

Removed both COM/NAV radios and repositioned trays for security. Installed radios, operational check ok.

Complied with AD's:

11-10-09 Seat track and roller inspection. OK. Next due Annual/100 hr.



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76-07-12 Bendix ignition switch operational check. OK. Next due Annual/100 hr.

04-10-14C1 Crank gear bolt replacement after prop strike. Complied with by replacement of bolt and lock washer with new. Next due at prop strike or engine overhaul.

20-25-12 Crankshaft assembly improper manufacturing process. Does not apply.

22-16-03 Bendix magnetos roller bearings. Does not apply.

74-06-02 Avcon Muffler. Does not apply. Muffler replaced.

82-07-02 Oil breather holes. Complied with by drilling hole in breather tube. Terminating action.

I certify that this Aircraft was inspected in accordance with a 100 Hour/Annual Inspection and was determined to be in an airworthy condition.

James Wrenn A&P IA AP2724810



Wrenn Aviation LLC · 1026 S. 66th. St. · Enid, Oklahoma 73701 · 580-478-8847

N7811X
TACH: 2950.0

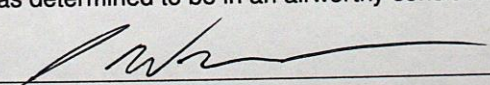
CESSNA, 172B, S/N: 17248311

March 26, 2024

Changed oil and filter with 8 quarts of X/C 20W50 engine oil and one AA48109 oil filter.

Left Fuel Tank leaking. Opened wing and tank up for inspection. Removed and repaired tank with B 1/2 sealant. Repaired broken tank retaining strap. Installed tank and filled with fuel. No leaks noted.

I certify that the maintenance on this Aircraft identified above has been accomplished in accordance with Cessna Maintenance Manual and was determined to be in an airworthy condition.

James Wrenn A&P IA AP2724810 

DEEP SOUTH AEROSPACE INC.
FAA Approved Repair Station No. 8DAR561C

The requirements of FARs 23.1325, 91.217, 91.411, and 91.413 has been accomplished on DATE 4/24/24, as follows on

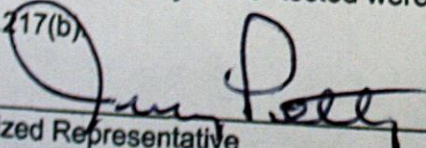
(a) Transponder manufacturer NATCO
Model AT150, Serial number: 19496
Transponder certified I.A.W. FAR 43 appendix E

(b) Altimeter manufacture united
Model 5934 P-3, Serial number: N/A
Altimeter certified to: 14 K. feet I.A.W. FAR 43 appendix F.

(c) Performed correspondence check on altitude encoder
Manufacturer: ACK, Model: A-30
Serial number: 20771, To: 14 K feet

(d) Static system Certified as per. FAR 23.1325.
Work Order No. DSA240424-023 Date 4-24-24

I Certify that the above tests have been performed in accordance with FAR Part 43, Appendix E and the systems tested were found to meet the requirements for FAR 91.411 and 91.217(b)

Signed 
(Authorized Representative)

wo: WO_276



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N7811X
TACH: 2917.2

CESSNA, 172B, S/N: 17248311

April 26, 2024

Replaced Landing Light bulbs with new LED bulbs.

Replaced ELT battery with new. Operational check, OK. Replacement Battery due May, 2026.

IFR Certification completed by Deep South Aviation.

I certify that the maintenance identified above was accomplished in accordance with Cessna Maintenance Manual and is approved for return to service.

James Wrenn A&P IA AP2724810

wo: WO_291



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N7811X
TACH: 3012.06

CESSNA, 172B, S/N: 17248311

May 29, 2024

100 hour Inspection completed this date in accordance with Cessna Maintenance Manual and 14CFR Part 43 Appendix D. Lubricated cables, hinges and pulleys. Checked magneto timing and engine compression #1: 68/80 #2: 68/80 #3: 78/80 #4: 66/80. Checked ELT operation in accordance with 14CFR Part 91.409 (a). OK. ELT battery due: May 2026.

Reinstalled Original Door.

Removed and replaced all tires with new. Replaced right main inner tube with new.

Cylinder #3 unused fuel primer needs capped. Capped line.

Cylinder #4 oil leaking on intake bolt. Replaced gasket and hardware with new and, reinstalled.

Replaced missing Baffling Hardware with new.

Bottom oil cooler line being cut into by baffling. Applied silicone where needed.

Right and left wing spar corrosion inboard and out board of strut attachment point on the top forward side. Sprayed inside wing with CorrosionX spray.



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Installed Shims into Nose gear to eliminate shimmy.

Cylinder #3 had low compression due to piston ring leakage. Removed and honed cylinder. Replaced piston rings with new. Serviced engine with AeroShell 100 break in oil and test ran. No leaks noted. Checked compression: 78/80 PSI. Reinstalled exhaust with new gaskets.

Both Main Landing Gear Wheel bearings bad. Replaced with new, packed and installed.

I certify that this Aircraft was inspected in accordance with a 100 Hour Inspection and was determined to be in an airworthy condition.

James Wrenn A&P IA AP2724810



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N7811X
TACH: 3012.06

CESSNA, 172B, S/N: 17248311

May 29, 2024

Complied with AD's:

11-10-09 Seat Track and Roller Inspection. OK. Next due: 100 Hour/Annual Inspection.

76-07-12 Bendix Ignition Switch Operational check. OK. Next due: 100 Hour/Annual Inspection.

I certify that the maintenance identified above was accomplished in accordance with Cessna Maintenance Manual and was determined to be in an airworthy condition.

James Wrenn A&P IA AP2724810



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N7811X
TACH: 3027.83

CESSNA, 172B, S/N: 17248311

June 04, 2024

1. Replaced pilot's seat with used serviceable seat. Operational check ok. Complied with AD 11-10-09. Seat track and roller inspection. OK. Next due Annual/100 hour.
2. Replaced Pilot's side door with used serviceable door. Operational check ok.
3. Removed broken ELT antenna and replaced with new. Checked ELT operation in accordance with 14 CFR 91.409(a). OK. Battery due May 2026.
4. No change in weight and balance.

With respect to the work performed, this airframe is approved for return to service. Details of work performed are on file with Wrenn Aviation LLC under work order: WO_303.

James Wrenn A&P IA AP2724810

wo: WO_323

Airframe · page 1 of 1



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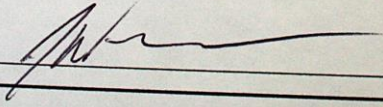
N7811X
TACH: 3027.83

CESSNA, 172B, S/N: 17248311

July 03, 2024

No power when Master is turned on. Troubleshoot by removing and replacing Airframe battery, still no power. Found corroded ground wire between Master switch and instrument panel. Replaced ground wire with new, moved location of ground, and reinstalled original Battery. Operational check, OK.

I certify that the maintenance identified above was accomplished in accordance with Cessna Maintenance Manual and is approved for return to service.

James Wrenn A&P IA AP2724810 

wo: WO_333

Airframe · page 1 of 1



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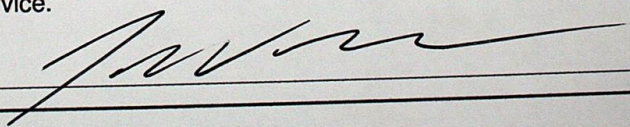
N7811X
TACH: 3027.83

CESSNA, 172B, S/N: 17248311

July 15, 2024

Brakes soft. Bled both main gear brake calipers and serviced with hydraulic fluid. Operational check, OK.

I certify that the maintenance identified above was accomplished in accordance with Cessna Maintenance Manual and is approved for return to service.

James Wrenn A&P IA AP2724810 

wo: WO_340

Airframe · page 1 of 3



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N7811X
TACH: 3112.32

CESSNA, 172B, S/N: 17248311

August 16, 2024

Annual/100 Hour Inspection completed this date in accordance with Cessna Maintenance Manual and 14CFR Part 43 Appendix D. Lubricated cables, hinges and pulleys. Checked magneto timing and engine compression 1) 68/80 2) 65/80 3) 60/80 4) 76/80 (after cylinder replacement). Checked ELT operation in accordance with 14CFR Part 91.409 (a). ELT battery replacement due: May 2026.

Fuel leak at right main fuel tank main feed line. Cleaned and retorqued AN nut.

Cabin heat scat hose has holes in it. Replaced cabin heat scat hose.

Top cowling has multiple holes. Drilled off blister and relocated for clearance. Replaced hardware as needed. Wet sanded cowl, and painted to match.

Cowling fasteners worn and not staying locked. Removed and replaced fasteners with new. Operational check, OK.

Removed and rebuilt latch on pilot's door.

Repaired Pilot Seat.



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Right aileron trailing rod end worn. Removed rod end and replaced with new.

Right fuel cap lanyard not hooked up. Attached lanyard

Tightened loose left fuel cap.

Right fuel tank has lose fasteners on top of wing. Tightened screws on panel.

Reattached leather on glare shield.

Turn coordinator inop. Removed turn coordinator and replaced with overhauled unit.

Kick panel has sharp edges. Filed and sanded off sharp edges.

Right wing fuel tank sending unit leaking. Removed and replaced fuel tank gaskets with new

Removed and replaced cowl nut plates with new.

Complied with AD's:

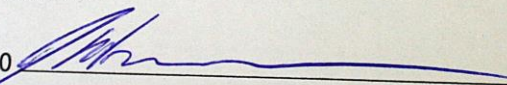
11-10-09 Seat track and seat rail inspection. OK. Next due Annual/100 Hr.

76-07-12 Bendix ignition switch operational check. OK. Next due 100 hours.



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I certify that this Aircraft has been inspected in accordance with an Annual 100 Hour Inspection and was determined to be in an airworthy condition.

James Wrenn A&P IA AP2724810 

wo: WO_455

Airframe · page 2 of 2

DATE

19



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*11-10-09 Seat Track Wear and Set Pin Engagement. Visual inspection, OK. Due every 100 hours.

*76-07-12 Bendix Switches. Operational check, OK. Due every 100 Hours.

*24-21-02 Connecting Rod Assembly and Bushing. Does not apply. Rod bushings replaced 09/2012 by Aircraft Specialties Services (WO#21484).

I certify that this Aircraft was inspected in accordance with a 100 Hour inspection and was determined to be in an airworthy condition.

James Wrenn A&P IA AP2724810

wo: WO_502

Airframe · page 1 of 1



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N7811X

CESSNA, 172B, S/N: 17248311

March 24, 2025

TACH: 3027.83

Removed and replaced magnetic compass with new (P/N: C2300-L4), and performed compass calibration. Operational check, OK.

Jacked aircraft and removed wheel bearings. Cleaned, packed and reinstalled bearings.

Removed and replaced all brake pads with new, bled and serviced brake system. Operational check, OK.

I certify that the maintenance identified above was accomplished in accordance with Cessna Maintenance Manual and is approved for return to service.

James Wrenn A&P IA AP2724810

wo: WO_563

Airframe · page 1 of 2



Wrenn Aviation LLC · 1026 S. 66th. St. · Enid, Oklahoma 73701 · 580-478-8847

N7811X

CESSNA, 172B, S/N: 17248311

July 09, 2025

TACH: 3307.52

Annual/100 Hour Inspection completed this date in accordance with Cessna Maintenance Manual and 14CFR Part 43 Appendix D. Lubricated cables, hinges and pulleys. Checked magneto timing and engine compression 1) 78/80 2) 78/80 3) 60/80 4) 78/80. Checked ELT operation in accordance with 14CFR Part 91.409 (a). ELT replacement battery due: May 2026.

Performed 500 hour magneto inspection.

Secured loose pilot side instrument panel mount.

Replaced engine air inlet filter with new.

Fastened co-pilot's side trim to seat frame. Installed two CR3213-4-2 rivets. Operational check, OK.

Replaced overhead cabin light bulbs with new.

Replaced missing hardware in stall warning switch with new.

Removed and replaced buttons on flaps with new.

wo: WO_563

Airframe · page 2 of 2



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Removed fuel selector valve and reinstalled with new hardware. Operational check, OK.

Reattached front carpet to floor.

Complied with AD's:

*76-07-12 Bendix Ignition Switches. Operational check, OK. Due every 100 Hours. Next due: 3407.52.

*11-10-09 Seat Track Wear and Seat Pin Engagement. Visual inspection and operational check, OK. Due every 100 Hours. Next due: 3407.52

I certify that this Aircraft was inspected in accordance with a /Annual/100 Hour Inspection and was determined to be in an airworthy condition.

James Wrenn A&P IA AP2724810

wo: WO_648

Airframe · page 1 of 1



Wrenn Aviation LLC · 1026 S. 66th. St. · Enid, Oklahoma 73701 · 580-478-8847

N7811X

CESSNA, 172B, S/N: 17248311

February 05, 2026

TACH: 3319.96

1. **Install JPI** – Removed single point EGT gauge and installed P/N JPI EDM-730 Engine Monitoring System IAW STC SA2586NM. Weight change negligible. Ops check OK.

With respect to the work performed, this airframe is approved for return to service.

James Wrenn A&P IA AP2724810

DATE

wo: WO_646

Airframe · page 1 of 4



Wrenn Aviation LLC · 1026 S. 66th. St. · Enid, Oklahoma 73701 · 580-478-8847

N7811X

CESSNA, 172B, S/N: 17248311

February 06, 2026

TACH: 3406.99

Annual inspection – Annual Inspection completed this date IAW Cessna maintenance manual and 14 CFR Part 43 Appendix D. Lubricated cables hinges and pulleys. Checked timing and compression Cylinder 1: 76/80, Cylinder 2: 72/80, Cylinder 3: 76/80, Cylinder 4: 74/80. ELT battery Due May 2026. Jacked aircraft, greased wheel bearings.

Removed damaged rivets from cowl fastener nutplates and installed new rivets.

Removed cracked upper left engine mount. Installed new Lord Engine Mount Assembly with new hardware IAW Cessna AMM. Installed P/N J-3804-28 - Lord Engine Mount Assembly.

Removed worn/damaged rubber from engine baffling and installed new rubber seals. Installed P/N 05-04656 - A/C Engine Baffle 9'.

Repaired cracks in upper cowl using approved methods in accordance with manufacturer data and accepted aircraft maintenance practices. Cowling inspected for proper fit and structural integrity. OK.

Removed cracked engine baffling around oil cooler and repaired IAW 43.13 Approved Methods. Installed IAW Cessna AMM.

Cleaned engine oil cooler fins and inspected for damage. OK.

wo: WO_646

Airframe · page 2 of 4



Wrenn Aviation LLC · 1026 S. 66th. St. · Enid, Oklahoma 73701 · 580-478-8847

Removed worn shimmy damper, added shims to the nose gear strut and scissor link. Replace shimmy damper with new hardware per manufacturer data. Assembly inspected for proper fit and operation Installed (2) P/N AN23-17 - Clevis Bolt, Installed P/N NAS75-3-009 - Spacer, Installed (2) P/N AN23-12 - Clevis Bolt, Installed P/N SE-1051-12 - Lord Shimmy Dampener Se-1051-2.

Removed and replaced brake pads on LH and RH main landing gear with new. Brake assemblies inspected and checked for proper operation. No leaks at this time. Installed (4) P/N 66-105 - Brake Lining.

Replaced LH cabin inlet attaching part on wing root panel with new. Installed P/N CW-172001 - Vent Tube Adapter Bracket.

Removed FOD from inside aft cabin vents.

Removed worn LH and RH associated hardware on flap bushings. Installed new hardware. Ops check OK. Installed (4) P/N MCS1450-5N12-050 - Shim.

Replaced elevator trim rod end with new approved hardware and inspected for proper fit and operation. OK. Installed (2) P/N AN3-6A - Bolt.

Replaced worn seat track rollers and hardware on pilot and copilot seats with new. Installed (2) P/N 0311310 - Cessna seat roller, Installed (8) P/N 0311586 - Cessna seat roller bearing, Installed (8) P/N AN3-11A - Bolt.

Reattached pilot seat spring from underside of seat. OK.

Airframe · page 3 of 4

wo: WO_646



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Replaced RH leaking fuel drain with new. Installed P/N SA72 - Drain Valve.

Removed and replaced nose landing gear tire with new. Installed P/N 072-312-0 - Condor 5.00-5 6 ply Tire.

Removed and replaced main landing gear hard brake line with new brake line. Brake system serviced with MIL5606. Operational check performed; normal brake operation noted with no leaks.

Removed and replaced engine air intake filter with new. Installed P/N BA-6108 - Brackett air filter.

Removed material from inboard trailing edge of LH aileron. Stop drilled small crack. OK.

Armrest receptacles worn out. Removed armrest and plugged mounting holes.

Replaced magnetic compass with serviceable unit.

Secured carb heat airbox with new hardware and safety wired in place.

AD 76-07-12 - Complied with AD 1976-07-12 regarding Bendix ignition switch. Ignition switch inspected in accordance with AD requirements. No defects noted. Next inspection due at TACH 3506.99 *Next due: 100 hours*

AD 11-10-09 - Complied with AD 2011-10-09. Pilot and copilot seat tracks inspected for wear and condition. Seat locking pin engagement and operation checked in all positions in accordance with AD requirements. *next due: 100 hours*

Airframe · page 4 of 4

wo: WO_646



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I certify that this aircraft has been inspected IAW an Annual Inspection and 14CFR Part 43 Appendix D and is approved for return to service.

James Wrenn A&P IA AP2724810

wo: WO_677

Airframe · page 1 of 1



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DA

19.

CESSNA, 172B, S/N: 17248311

March 27, 2026

N7811X
TACH: 3319.96

1. **Replace battery with new** – Removed cracked battery, cleaned area to remove residual battery acid, replace with new. Installed P/N RG-25XC S/N 70065979.

With respect to the work performed, this airframe is approved for return to service.

James Wrenn A&P IA AP2724810

| | | | |
|------|--------|---------|--|
| TIME | FLIGHT | SERVICE | MECHANIC OR REPAIR FACILITY. (SEE BACK PAGE) |
|------|--------|---------|--|

DEEP SOUTH AEROSPACE LLC.
FAA Approved Repair Station No. 8DAR561C

The requirements of FARs 23.1325, 91.217, 91.411, and 91.413 has been accomplished on DATE 4/30/26, as follows on

(a) Transponder manufacturer NAVICO
Model AT150, Serial number: 19495
Transponder certified I.A.W. FAR 43 appendix E

(b) Altimeter manufacture UNDED
Model 5934P-3, Serial number: N/A
Altimeter certified to: 18 K. feet I.A.W. FAR 43 appendix F.

(c) Performed correspondence check on altitude encoder
Manufacturer: ACK, Model: A-30
Serial number: 20771, To: 18 K feet

(d) Static system Certified as per. FAR 23.1325.
Work Order No. DSA260430-29 Date 4-30-26

I Certifies that the above tests have been performed in accordance with FAR Part 43, Appendix E and the systems tested were found to meet the requirements for FAR 91.411 and 91.217(b).

Signed

(Authorized Representative)